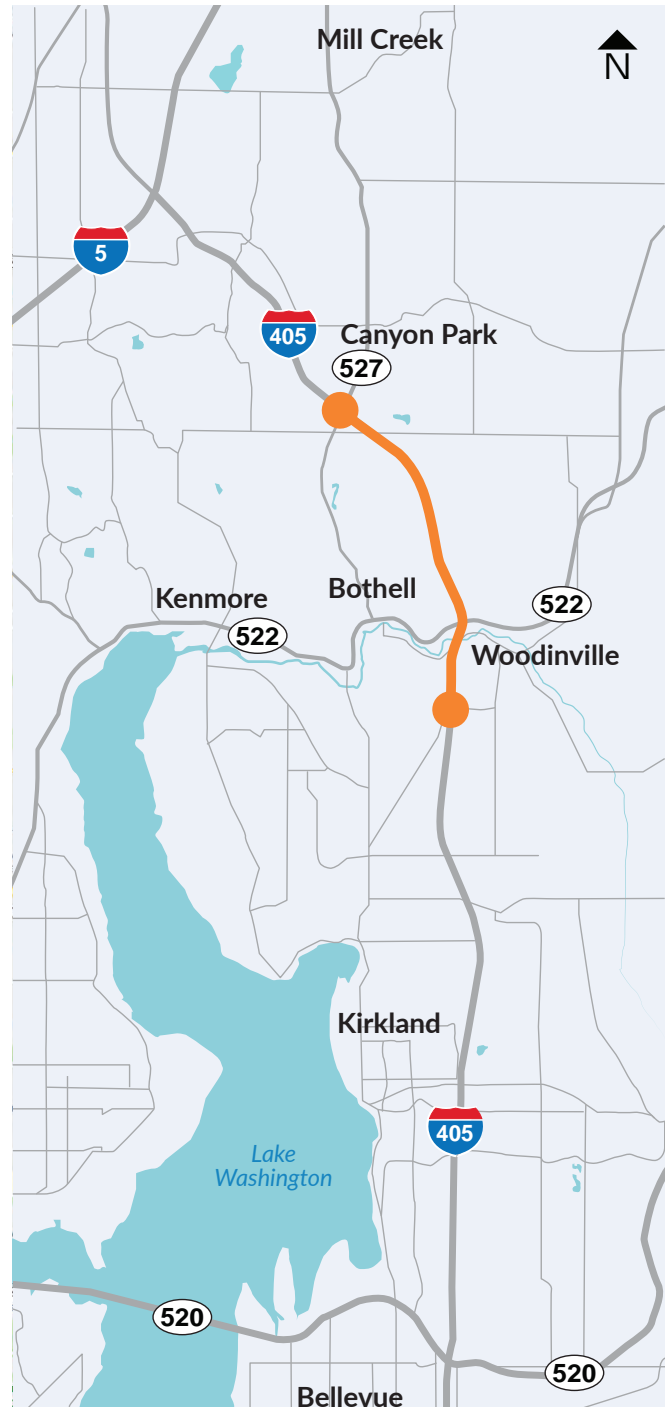


# ENVIRONMENTAL ASSESSMENT

## Appendix Q: Agency and Tribal Correspondence

### I-405, SR 522 Vicinity to SR 527 Express Toll Lanes Improvement Project (MP 21.79 to 27.06)





## **Title VI Notice to Public**

It is the Washington State Department of Transportation's (WSDOT) policy to assure that no person shall, on the grounds of race, color, national origin or sex, as provided by Title VI of the Civil Rights Act of 1964, be excluded from participation in, be denied the benefits of, or be otherwise discriminated against under any of its federally funded programs and activities. Any person who believes his/her Title VI protection has been violated, may file a complaint with WSDOT's Office of Equal Opportunity (OEO). For additional information regarding Title VI complaint procedures and/or information regarding our non-discrimination obligations, please contact OEO's Title VI Coordinator at (360) 705-7090.

## **Americans with Disabilities Act (ADA) Information**

This material can be made available in an alternate format by emailing the Office of Equal Opportunity at [wsdotada@wsdot.wa.gov](mailto:wsdotada@wsdot.wa.gov) or by calling toll free, 855-362-4ADA(4232). Persons who are deaf or hard of hearing may make a request by calling the Washington State Relay at 711.

## **Notificación de Título VI al Público**

Es la política del Departamento de Transporte del Estado de Washington el asegurarse que ninguna persona, por razones de raza, color, nación de origen o sexo, como es provisto en el Título VI del Acto de Derechos Civiles de 1964, ser excluido de la participación en, ser negado los beneficios de, o ser discriminado de otra manera bajo cualquiera de sus programas y actividades financiado con fondos federales. Cualquier persona quien crea que su protección bajo el Título VI ha sido violada, puede presentar una queja con la Comisión Estadounidense Igualdad de Oportunidades en el Empleo. Para obtener información adicional sobre los procedimientos de queja bajo el Título VI y/o información sobre nuestras obligaciones antidiscriminatorias, pueden contactar al coordinador del Título VI en la Comisión Estadounidense de Igualdad de Oportunidades en el Empleo 360-705-7090.

## **Información del Acta Americans with Disabilities Act (ADA)**

Este material es disponible en un formato alternativo enviando un email/correo electrónico a la Comisión Estadounidense de Igualdad de Oportunidades en el Empleo [wsdotada@wsdot.wa.gov](mailto:wsdotada@wsdot.wa.gov) o llamando gratis al 855-362-4ADA (4232). Personas sordas o con discapacidad auditiva pueden solicitar llamando Washington State Relay al 711.





## SECTION 106

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February 28, 2019

The Honorable Cecile Hansen  
Tribal Chair, Duwamish Tribe  
4705 W Marginal Way SW Seattle, WA 98106

**Subject:** Agency and Tribal Scoping Meeting for the I-405, SR 522 Vicinity to SR 527 Express Toll Lanes Improvement Project

Dear Chair Hansen,

The Washington State Department of Transportation (WSDOT) and the Federal Highway Administration (FHWA) are proposing improvements to approximately 5.3 miles of I-405 from milepost (MP) 21.79, south of the State Route (SR) 522 interchange to MP 27.06, north of the SR 527 interchange in Bothell, WA. The proposed improvements include an additional express toll lane in each direction and direct access ramps at SR 522 and SR 527. The improvements would increase vehicle capacity and person throughput, improve mobility, and support the development of bus rapid transit (BRT). An Environmental Assessment (EA) is being prepared for the project in accordance with the National Environmental Policy Act (NEPA) and WSDOT's *Environmental Manual*.

You are invited to a Scoping Meeting for agencies and tribes.

**Date:** Monday, March 18, 2019

**Time:** 2:30 – 4:00 p.m.

**Location:** Bothell City Hall, 18415 101st Avenue Bothell, WA 98011

We will begin the meeting with introductions and a presentation that provides an overview of the project, followed by discussion. WSDOT is seeking comments and suggestions from interested parties on the proposed action and the range of environmental topics and issues to be addressed in the EA. Coordination with agencies and Tribal nations, including government-to-government consultation, will continue throughout the duration of this project. We would like to initiate government-to-government consultation with you for this Project. Among other topics, we would like consultation to address cultural and historic resources, pursuant to Section 106 of the National Historic Preservation Act. Recognizing the government-to-government relationship the Federal Highway Administration has with the Tribe, they will continue to play a key role in this undertaking as the responsible Federal agency. This Project will require a permit from the US Army Corps of Engineers, this consultation will also meet their Section 106 responsibilities. WSDOT has been delegated the authority from FHWA to initiate consultation and to directly manage the cultural resources studies. However, you may

contact FHWA or the US Army Corps of Engineers at any time for assistance with the process and/or undertaking.

As part of initiating consultation, we would appreciate the opportunity to meet with you and other appropriate representatives to commence consultation. We will be inquiring about your interest in scheduling a meeting during the public scoping period to discuss these matters further. Meanwhile, if you have any questions regarding consultation, please contact April Magrane, who is acting as this Project's point of contact for tribal coordination at 206.805.2866, or april.magrane@wsdot.wa.gov.

## Project Elements

The I-405, SR 522 Vicinity to SR 527 Express Toll Lanes Improvement Project (the Project) would add capacity on I-405 north of SR 522. The Project proposes to build one new express toll lane in each direction from south of SR 522 to SR 527. It also proposes to build direct access ramps to the express toll lanes at SR 522 and SR 527. Exhibit 1 below provides an overview of the proposed improvements and Exhibit 2 (enclosure) shows the proposed improvements.

**Exhibit 1. Improvements Proposed with the I-405, SR 522 Vicinity to 527 Express Toll Lanes Improvement Project**

Project Element	I-405, SR 522 Vicinity to 527 Express Toll Lanes Improvement Project
I-405 lanes and shoulders from SR 522 to SR 527	<ul style="list-style-type: none"> <li>– Create a dual ETL system from MP 21.79 (south of the I-405/SR 522 interchange) to MP 27.06 (near SR 527). <ul style="list-style-type: none"> <li>• From MP 21.79 to MP 22.30 restripe existing lanes to create a dual ETL system</li> <li>• From MP 22.30 to MP 26.30 resurface and widen I-405 to add one ETL in each direction</li> <li>• From MP 26.30 to MP 27.06 widen I-405 to construct direct access ramps</li> </ul> </li> </ul>
I-405 tolling from SR 522 to SR 527	<ul style="list-style-type: none"> <li>– Construct new tolling gantries to collect tolls for the ETLs and direct access ramps.</li> </ul>
SR 522 interchange	<ul style="list-style-type: none"> <li>– Construct new direct access ramps and two inline transit stations (one in each direction) in the I-405 median. Transit stations would include station platforms, signage, artwork, lighting, fare machines, and site furnishing such as shelters, lean rails, benches, bollards, bicycle parking, and trash receptacles. Transit station locations to be determined in coordination with Sound Transit.</li> <li>– Build a potential park and ride lot near the SR 522 interchange. To be coordinated with local transit agencies.</li> <li>– Construct new northbound bridge through the SR 522 interchange.</li> <li>– Reconfigure I-405 on and off ramps.</li> <li>– Add three signalized intersections on SR 522.</li> </ul>
228th Street SE	<ul style="list-style-type: none"> <li>– Widen northbound I-405 bridge over 228th Street SE.</li> </ul>
SR 527 interchange	<ul style="list-style-type: none"> <li>– Construct new direct access ramps to the north, south and east and two inline transit stations in the I-405 median (one in each direction). Transit stations would include station platforms, signage, artwork, lighting, fare machines, and site furnishing such as shelters, lean rails, benches, bollards, bicycle parking, and trash receptacles.</li> </ul>
17th Avenue SE, 220th Street SE, SR 527	<ul style="list-style-type: none"> <li>– Reconfigure 17th Avenue SE and a portion of 220th Street SE and SR 527 to include a roundabout at the Canyon Park Park and Ride and bicycle and pedestrian improvements.</li> </ul>

**Exhibit 1. Improvements Proposed with the I-405, SR 522 Vicinity to 527 Express Toll Lanes Improvement Project**

<b>Project Element</b>	<b>I-405, SR 522 Vicinity to 527 Express Toll Lanes Improvement Project</b>
<b>Fish passage</b>	<ul style="list-style-type: none"><li>– Replace eight fish barriers with fish-passable crossings at the following streams:<ul style="list-style-type: none"><li>• Par Creek</li><li>• Stream 25.0L</li><li>• Stream 66</li><li>• Replace two fish barriers on Stream 71-70</li><li>• North Fork of Perry Creek</li><li>• Replace two fish barriers at Queensborough Creek</li></ul></li></ul>
<b>Sammamish River</b>	<ul style="list-style-type: none"><li>– Remove the existing northbound I-405 to eastbound SR 522 bridge over Sammamish River, including two bridge piers potentially within the OHWM.</li><li>– Remove the existing northbound I-405 to westbound SR 522 bridge over Sammamish River, including two bridge piers potentially within the OHWM.</li><li>– Build a new bridge for northbound I-405 traffic over the Sammamish River.</li><li>– Build a new bridge over Sammamish River for the new direct access ramp at SR 522.</li><li>– Build a new bridge over Sammamish River for the northbound I-405 to SR 522 ramp.</li></ul>
<b>Noise and retaining walls</b>	<ul style="list-style-type: none"><li>– Construct new noise walls.</li><li>– Construct 28 new retaining walls.</li></ul>
<b>Stormwater management</b>	<ul style="list-style-type: none"><li>– Provide enhanced treatment for 100 percent of new PGIS (approximately 24 acres).</li><li>– Retrofit about 20 acres of existing untreated PGIS and continue to treat stormwater from the approximately 44 acres of PGIS that currently receives treatment.</li><li>– Construct three new stormwater outfalls, one on the Sammamish River and two on the North Fork of Perry Creek.</li></ul>
<b>Construction duration</b>	<ul style="list-style-type: none"><li>– Construction is expected to last 3 years, from August 2021 through December 2024.</li><li>– The inline transit stations at SR 522 and SR 527 and the park and ride lot at SR 522 may be constructed after 2024, depending on when allocated funds for these elements become available.</li></ul>

SR = State Route; ETL = express toll lane; MP = milepost; I = Interstate; OHWM = ordinary high water mark; PGIS = pollutant generating impervious surfaces

## **NEPA Process**

The I-405, SR 522 Vicinity to SR 527 Express Toll Lanes Improvement Project EA will evaluate potential effects to the natural and human environment that could result from the proposed project. The EA will incorporate and build upon prior planning efforts and environmental studies related to I-405, SR 522, and SR 527. This will include reviewing input and suggestions provided by agencies, Tribal nations, the public and other interested parties. The EA is expected to be completed for distribution and public comment in spring 2020.

**Scoping comments are requested by April 19, 2019.** If you need additional information regarding the proposed project or the environmental analysis process, please contact Stephanie Miller, I-405 Environmental Assessment Manager, at 425.577.9483 or [millste@consultant.wsdot.wa.gov](mailto:millste@consultant.wsdot.wa.gov).

Written comments may be submitted to:

I-405, SR 522 Vicinity to SR 527 Express Toll Lanes Improvement Project

Attn: Lisa Hodgson

I-405/SR167 Program

600 108th Avenue NE, Ste. 405

Bellevue, WA 98004

Sincerely,



Lisa Hodgson, P.E.

I-405/SR167 Deputy Program Administrator

**Enclosures:**

- Exhibit 2. I-405, SR 522 Vicinity to SR 527 Express Toll Lanes Improvement Project, Sheets 1 through 5
- Exhibit 3. I-405, SR 522 Vicinity to SR 527 Express Toll Lanes Improvement Project Cross-Sections
- Driving Directions to Bothell City Hall

**CC:**

Lindsey Handel, FHWA

Margaret Kucharski, WSDOT

April Magrane, WSDOT

Project File



Exhibit 2. I-405, SR 522 Vicinity to SR 527 Express Toll Lanes Improvement Project, Sheet 1 of 5

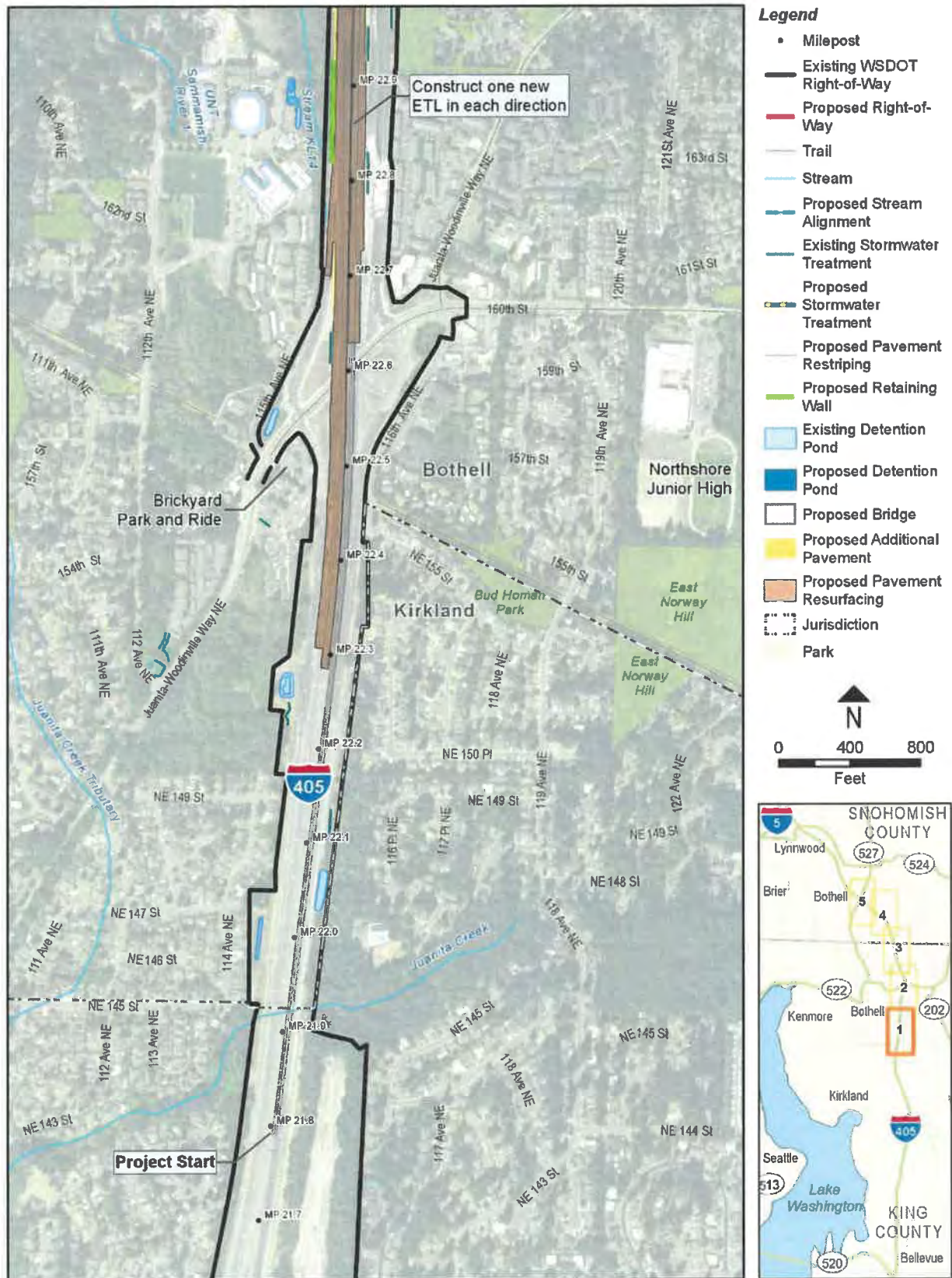
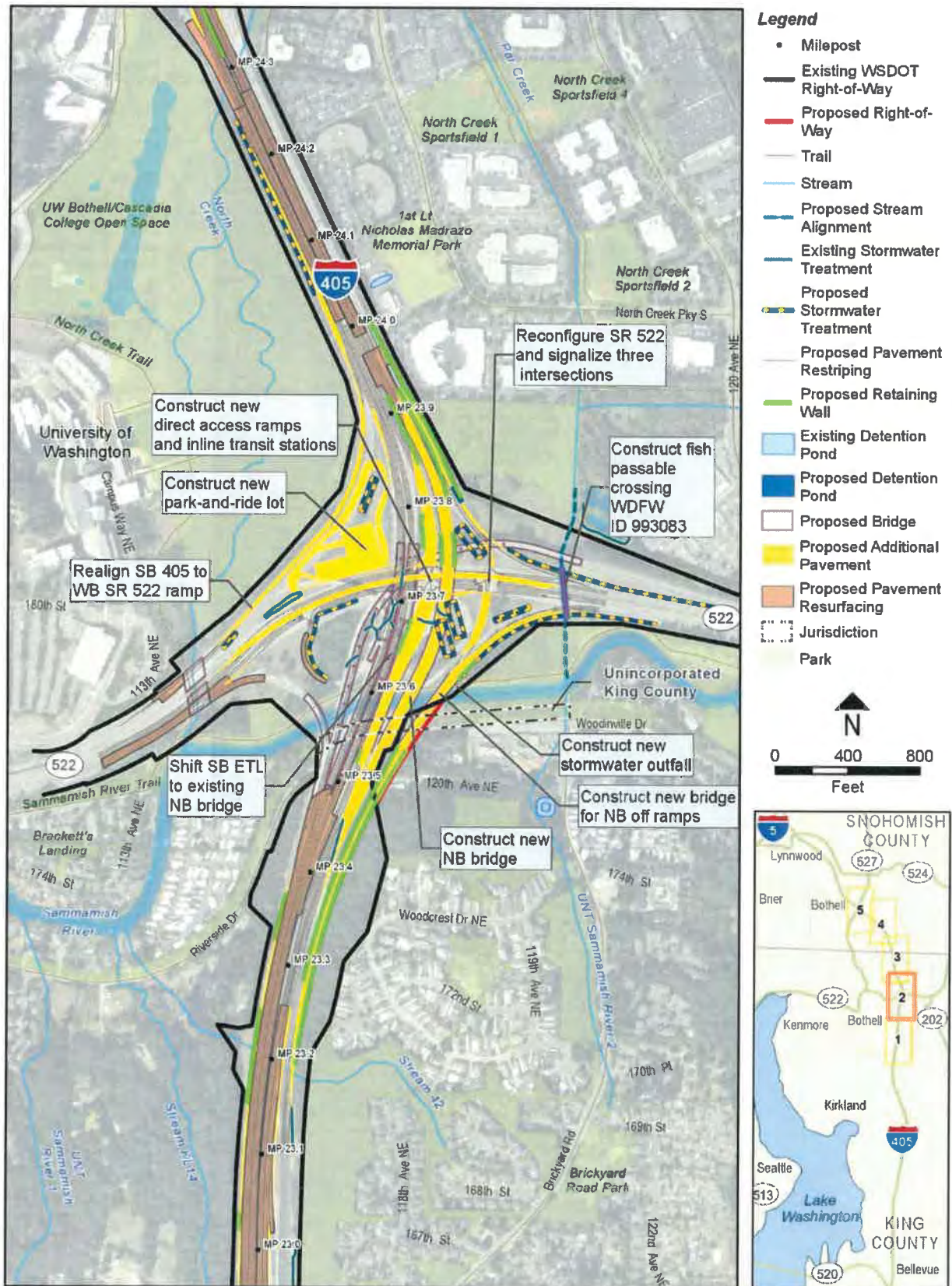




Exhibit 2. I-405, SR 522 Vicinity to SR 527 Express Toll Lanes Improvement Project, Sheet 2 of 5





**Construct fish passable crossing WDFW ID 993106**

**Construct fish passable crossing WDFW ID 993104**

**Legend**

- Milepost
- Existing WSDOT Right-of-Way
- Proposed Right-of-Way
- Trail
- Stream
- Proposed Stream Alignment
- Existing Stormwater Treatment
- Proposed Stormwater Treatment
- Proposed Pavement Restriping
- Proposed Retaining Wall
- Existing Detention Pond
- Proposed Detention Pond
- Proposed Bridge
- Proposed Additional Pavement
- Proposed Pavement Resurfacing
- Jurisdiction
- Park

**Map Labels:**

MP 25.4, MP 25.3, MP 25.2, MP 25.1, MP 25.0, MP 24.9, MP 24.8, MP 24.7, MP 24.6, MP 24.5, MP 24.4, MP 24.3, MP 24.2, MP 24.1

Stream 06, Stream 05, Stream 04, Stream 25.0L

North Creek Forest, North Creek Pky N, North Creek Trail, North Creek Sportsfield 1, UW Bothell/Cascadia College Open Space, 1st Lt. Nicholas Madrazo Memorial Park

35 Ave SE, 34th Ave SE, 240th St SE, Monte Villa Pky, North Creek Pky, 109th St NE, 108th St NE, 107th St NE, 191st St, 112th Ave NE, 113th Ave NE, 114th Ave NE, 115th Ave NE, 116th Ave NE, 117th Ave NE, 118th Ave NE, 119th Ave NE, 120th Ave NE, 121st Ave NE, 122nd Ave NE, 123rd Ave NE, 124th Ave NE, 125th Ave NE, 126th Ave NE, 127th Ave NE, 128th Ave NE, 129th Ave NE, 130th Ave NE, 131st Ave NE, 132nd Ave NE, 133rd Ave NE, 134th Ave NE, 135th Ave NE, 136th Ave NE, 137th Ave NE, 138th Ave NE, 139th Ave NE, 140th Ave NE, 141st Ave NE, 142nd Ave NE, 143rd Ave NE, 144th Ave NE, 145th Ave NE, 146th Ave NE, 147th Ave NE, 148th Ave NE, 149th Ave NE, 150th Ave NE, 151st Ave NE, 152nd Ave NE, 153rd Ave NE, 154th Ave NE, 155th Ave NE, 156th Ave NE, 157th Ave NE, 158th Ave NE, 159th Ave NE, 160th Ave NE, 161st Ave NE, 162nd Ave NE, 163rd Ave NE, 164th Ave NE, 165th Ave NE, 166th Ave NE, 167th Ave NE, 168th Ave NE, 169th Ave NE, 170th Ave NE, 171st Ave NE, 172nd Ave NE, 173rd Ave NE, 174th Ave 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Exhibit 2. SR 522 Vicinity to SR 527 Express Toll Lanes Improvement Project, Sheet 4 of 5

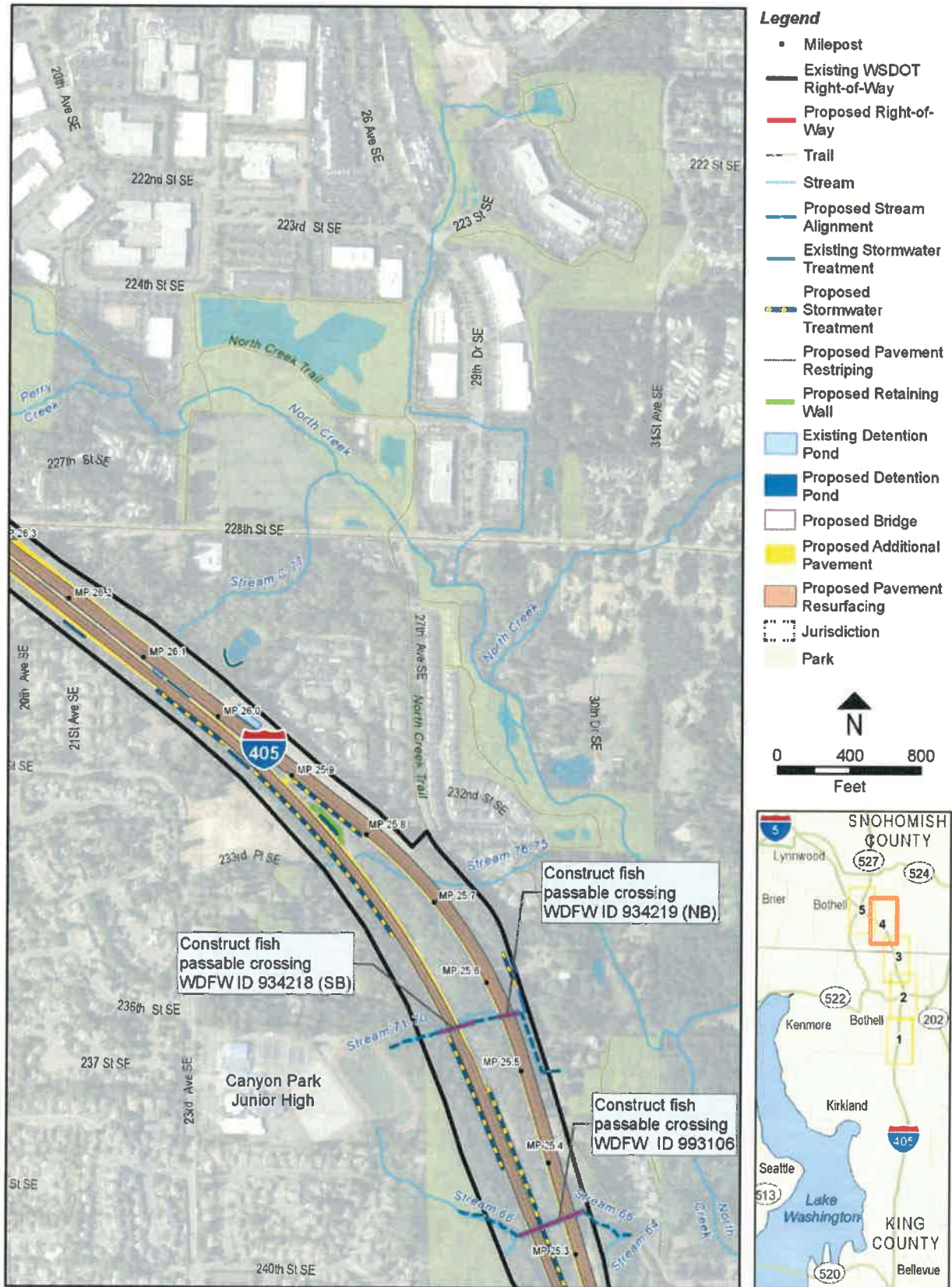




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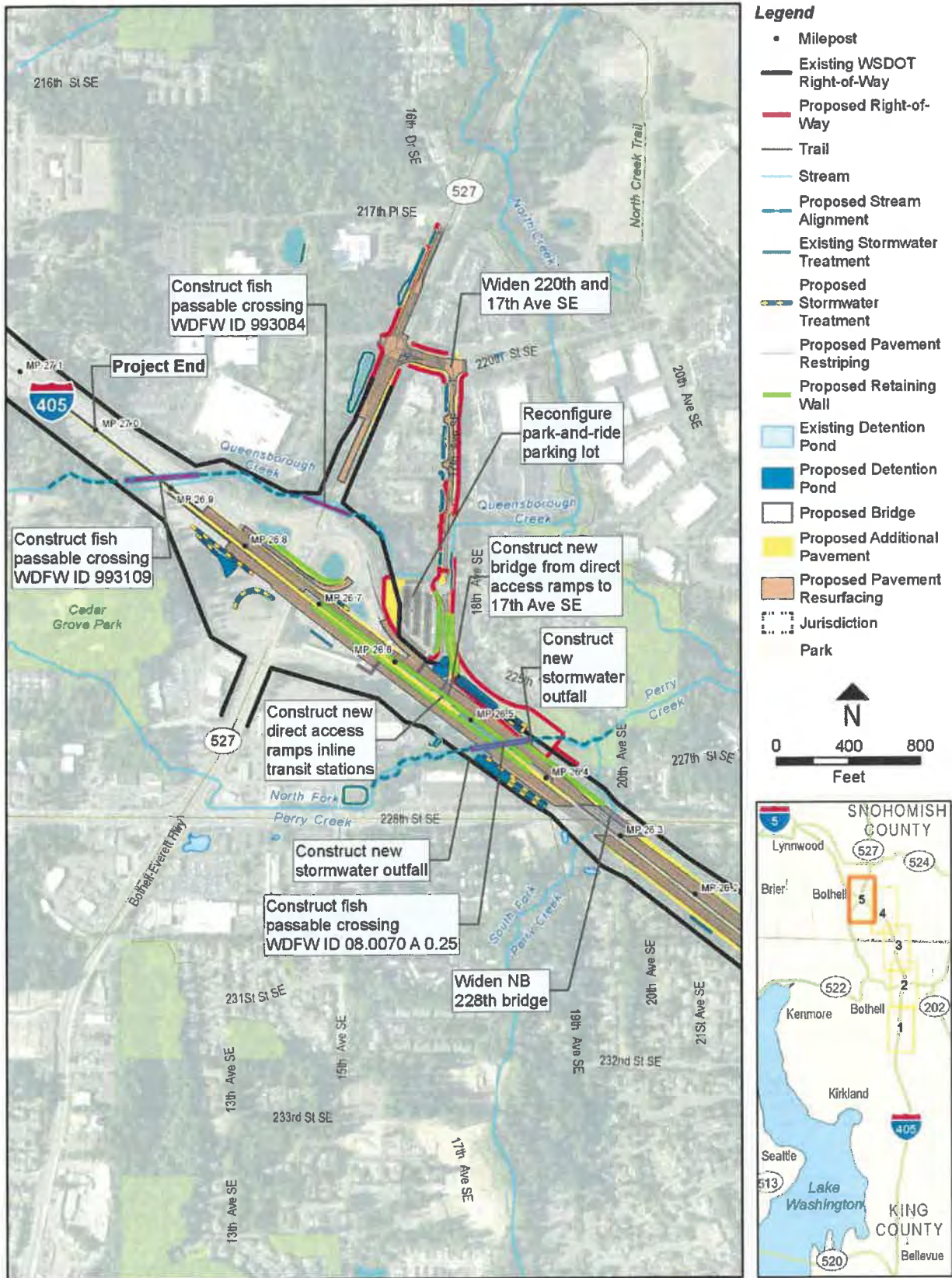


Exhibit 3. I-405, SR 522 Vicinity to SR 527 Express Toll Lanes Improvement Project Cross-Sections



**I-405, SR 522 Vicinity to SR 527 Express Toll Lanes Improvement Project**

**North of SR 522**

Existing



Proposed



**South of Northeast 160th Street**

Existing



Proposed





## Directions to Bothell City Hall

### I-405 northbound:

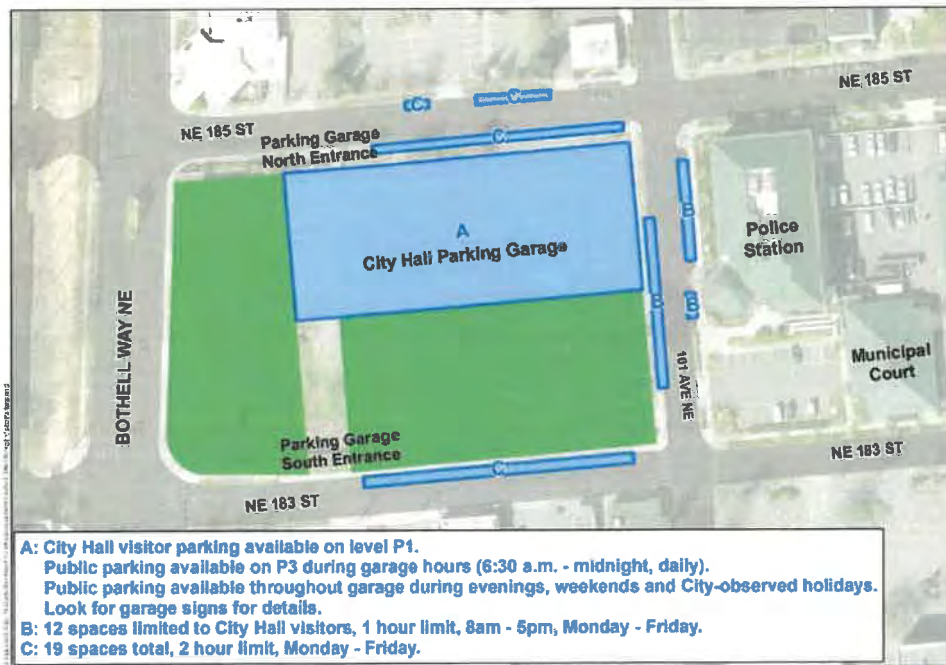
- Get on I-405 North
- Take Exit 23 for SR 522 West
- Continue on SR 522 West to Bothell
- Turn right onto 101st Ave NE
- Bothell City Hall will be on the left

### I-405 southbound

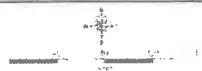
- Get on I-405 South
- Take Exit 23B for SR 522 West
- Continue on SR 522 West to Bothell
- Turn right onto 101st Ave NE
- Bothell City Hall will be on the left

## Parking

Bothell City Hall offers 100 free garage parking on Level P1 and P2 stalls marked "Visitor." Parking for those with disabilities is on levels P1 and P2. Vehicle access to the garage is at 183rd and 185th streets. There is also on-street parking available near City Hall.



**Bothell City Hall  
Visitor Parking Map**



The City of Bothell delivers this data (map) in an AS-IS condition. GIS data mapped is produced by the City of Bothell. No internet guarantees. No representation or guarantee is made as to the accuracy, currency, or completeness of the information provided.  
Map Prepared by GIS Services 4/6/2016  
Aerial Photo: April 2012



February 28, 2019

The Honorable Virginia Cross  
Tribal Chair, Muckleshoot Indian Tribe  
P.O. Box 969  
Snoqualmie, WA 98065

**Subject:** Agency and Tribal Scoping Meeting for the I-405, SR 522 Vicinity to SR 527 Express Toll Lanes Improvement Project

Dear Chair Cross,

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228th Street SE	<ul style="list-style-type: none"> <li>– Widen northbound I-405 bridge over 228th Street SE.</li> </ul>
SR 527 interchange	<ul style="list-style-type: none"> <li>– Construct new direct access ramps to the north, south and east and two inline transit stations in the I-405 median (one in each direction). Transit stations would include station platforms, signage, artwork, lighting, fare machines, and site furnishing such as shelters, lean rails, benches, bollards, bicycle parking, and trash receptacles.</li> </ul>
17th Avenue SE, 220th Street SE, SR 527	<ul style="list-style-type: none"> <li>– Reconfigure 17th Avenue SE and a portion of 220th Street SE and SR 527 to include a roundabout at the Canyon Park Park and Ride and bicycle and pedestrian improvements.</li> </ul>

**Exhibit 1. Improvements Proposed with the I-405, SR 522 Vicinity to 527 Express Toll Lanes Improvement Project**

<b>Project Element</b>	<b>I-405, SR 522 Vicinity to 527 Express Toll Lanes Improvement Project</b>
<b>Fish passage</b>	<ul style="list-style-type: none"><li>– Replace eight fish barriers with fish-passable crossings at the following streams:<ul style="list-style-type: none"><li>• Par Creek</li><li>• Stream 25.0L</li><li>• Stream 66</li><li>• Replace two fish barriers on Stream 71-70</li><li>• North Fork of Perry Creek</li><li>• Replace two fish barriers at Queensborough Creek</li></ul></li></ul>
<b>Sammamish River</b>	<ul style="list-style-type: none"><li>– Remove the existing northbound I-405 to eastbound SR 522 bridge over Sammamish River, including two bridge piers potentially within the OHWM.</li><li>– Remove the existing northbound I-405 to westbound SR 522 bridge over Sammamish River, including two bridge piers potentially within the OHWM.</li><li>– Build a new bridge for northbound I-405 traffic over the Sammamish River.</li><li>– Build a new bridge over Sammamish River for the new direct access ramp at SR 522.</li><li>– Build a new bridge over Sammamish River for the northbound I-405 to SR 522 ramp.</li></ul>
<b>Noise and retaining walls</b>	<ul style="list-style-type: none"><li>– Construct new noise walls.</li><li>– Construct 28 new retaining walls.</li></ul>
<b>Stormwater management</b>	<ul style="list-style-type: none"><li>– Provide enhanced treatment for 100 percent of new PGIS (approximately 24 acres).</li><li>– Retrofit about 20 acres of existing untreated PGIS and continue to treat stormwater from the approximately 44 acres of PGIS that currently receives treatment.</li><li>– Construct three new stormwater outfalls, one on the Sammamish River and two on the North Fork of Perry Creek.</li></ul>
<b>Construction duration</b>	<ul style="list-style-type: none"><li>– Construction is expected to last 3 years, from August 2021 through December 2024.</li><li>– The inline transit stations at SR 522 and SR 527 and the park and ride lot at SR 522 may be constructed after 2024, depending on when allocated funds for these elements become available.</li></ul>

SR = State Route; ETL = express toll lane; MP = milepost; I = Interstate; OHWM = ordinary high water mark; PGIS = pollutant generating impervious surfaces

## **NEPA Process**

The I-405, SR 522 Vicinity to SR 527 Express Toll Lanes Improvement Project EA will evaluate potential effects to the natural and human environment that could result from the proposed project. The EA will incorporate and build upon prior planning efforts and environmental studies related to I-405, SR 522, and SR 527. This will include reviewing input and suggestions provided by agencies, Tribal nations, the public and other interested parties. The EA is expected to be completed for distribution and public comment in spring 2020.

**Scoping comments are requested by April 19, 2019.** If you need additional information regarding the proposed project or the environmental analysis process, please contact Stephanie Miller, I-405 Environmental Assessment Manager, at 425.577.9483 or [millste@consultant.wsdot.wa.gov](mailto:millste@consultant.wsdot.wa.gov).

Written comments may be submitted to:

I-405, SR 522 Vicinity to SR 527 Express Toll Lanes Improvement Project

Attn: Lisa Hodgson

I-405/SR167 Program

600 108th Avenue NE, Ste. 405

Bellevue, WA 98004

Sincerely,



Lisa Hodgson, P.E.

I-405/SR167 Deputy Program Administrator

**Enclosures:**

- Exhibit 2. I-405, SR 522 Vicinity to SR 527 Express Toll Lanes Improvement Project, Sheets 1 through 5
- Exhibit 3. I-405, SR 522 Vicinity to SR 527 Express Toll Lanes Improvement Project Cross-Sections
- Driving Directions to Bothell City Hall

**CC:**

Martin Fox, Muckleshoot Indian Tribe

Laura Murphy, Muckleshoot Indian Tribe

Karen Walter, Muckleshoot Indian Tribe

Lindsey Handel, FHWA

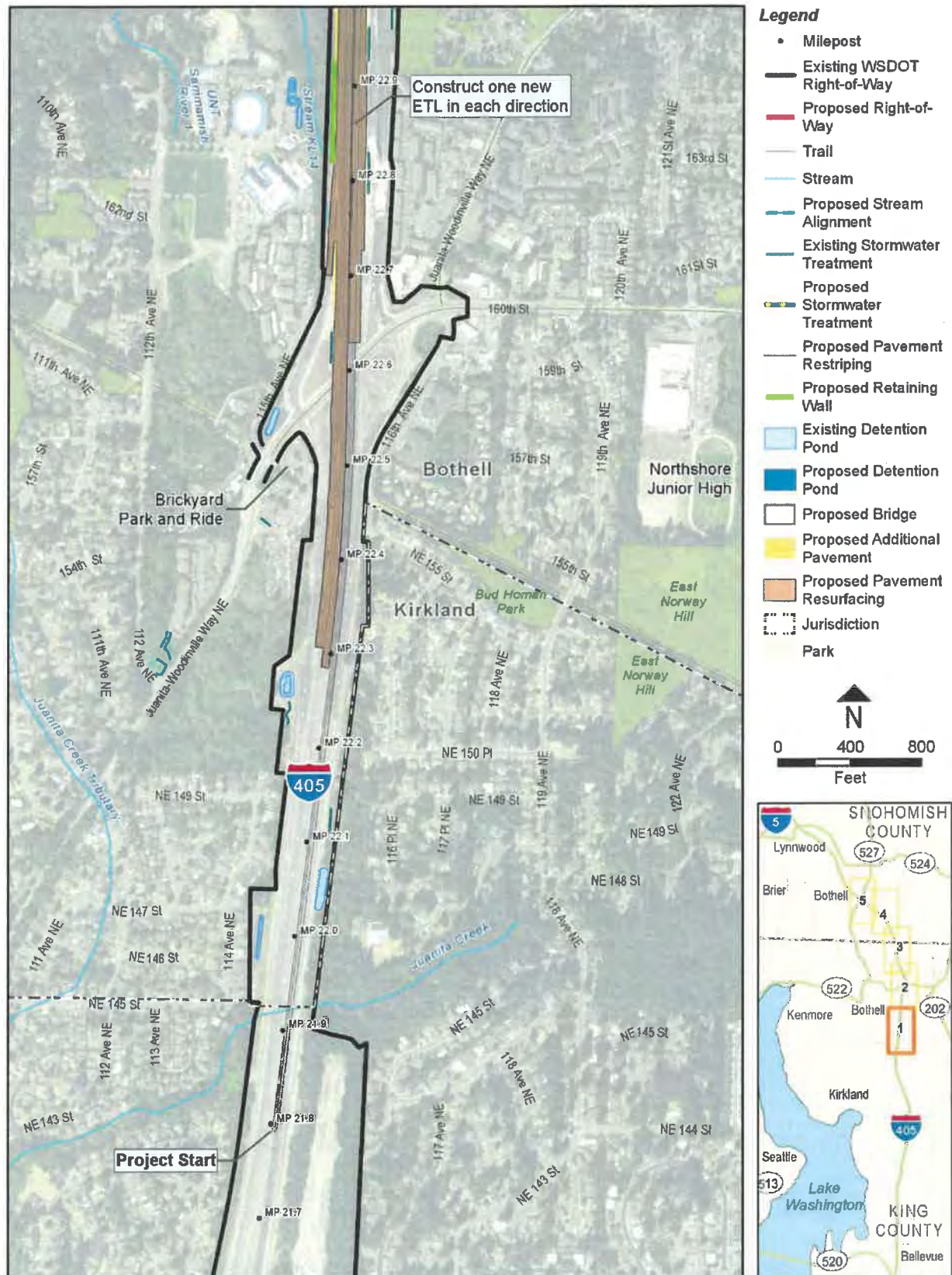
Margaret Kucharski, WSDOT

April Magrane, WSDOT

Project File



Exhibit 2. I-405, SR 522 Vicinity to SR 527 Express Toll Lanes Improvement Project, Sheet 1 of 5





This map illustrates the proposed SR 522 project area in King County, Washington. The map shows the intersection of SR 522 and SR 405, with various proposed changes and existing infrastructure labeled.

**Key Features and Labels:**

- SR 522:** The main road running vertically through the center of the map, with mileposts (MP) 23.0 to 24.3 marked.
- SR 405:** The road running horizontally across the middle of the map, with a shield indicating it is a major highway.
- Proposed Changes:**
  - Construct new direct access ramps and inline transit stations:** Indicated by yellow and green shaded areas near the intersection.
  - Construct new park-and-ride lot:** A specific area marked near the intersection.
  - Reconfigure SR 522 and signalize three intersections:** A callout box pointing to the intersection area.
  - Construct fish passable crossing WDFW ID 993083:** A crossing over a stream, indicated by a blue line.
  - Construct new stormwater outfall:** A dashed line indicating a new outfall location.
  - Construct new bridge for NB off ramps:** A new bridge structure shown near the intersection.
  - Shift SB ETL to existing NB bridge:** A change in the alignment of the southbound edge of travel lane.
  - Construct new NB bridge:** A new bridge structure shown near the intersection.
- Existing Infrastructure:**
  - North Creek Sportsfield 1, 2, and 4:** Located in the upper right quadrant.
  - University of Washington:** Located in the upper left quadrant.
  - Brackett's Landing:** A small area near the bottom left.
  - Woodinville Dr:** A road running horizontally across the middle right.
  - 120th Ave NE:** A road running horizontally across the middle right.
  - 174th St:** A road running horizontally across the bottom right.
  - 169th St:** A road running horizontally across the bottom right.
  - 167th St:** A road running horizontally across the bottom right.
  - 165th St:** A road running horizontally across the bottom right.
  - 118th Ave NE:** A road running vertically along the bottom right.
  - 119th Ave NE:** A road running vertically along the bottom right.
  - 172nd St:** A road running horizontally across the bottom right.
  - Woodcrest Dr NE:** A road running horizontally across the bottom right.
  - Riverside Dr:** A road running horizontally across the bottom right.
  - Brickyard Road Park:** A park area located near the bottom right.
  - Stream #2:** A stream running vertically along the bottom right.
  - Stream #1:** A stream running vertically along the bottom right.
  - Stream #3:** A stream running vertically along the bottom right.
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  - Stream #100:** A stream running vertically along the bottom right.


















-  Milepost
-  Existing WSDOT Right-of-Way
-  Proposed Right-of-Way
-  Trail
-  Stream
-  Proposed Stream Alignment
-  Existing Stormwater Treatment
-  Proposed Stormwater Treatment
-  Proposed Pavement Restriping
-  Proposed Retaining Wall
-  Existing Detention Pond
-  Proposed Detention Pond
-  Proposed Bridge
-  Proposed Additional Pavement
-  Proposed Pavement Resurfacing
-  Jurisdiction
-  Park









Exhibit 2. SR 522 Vicinity to SR 527 Express Toll Lanes Improvement Project, Sheet 4 of 5

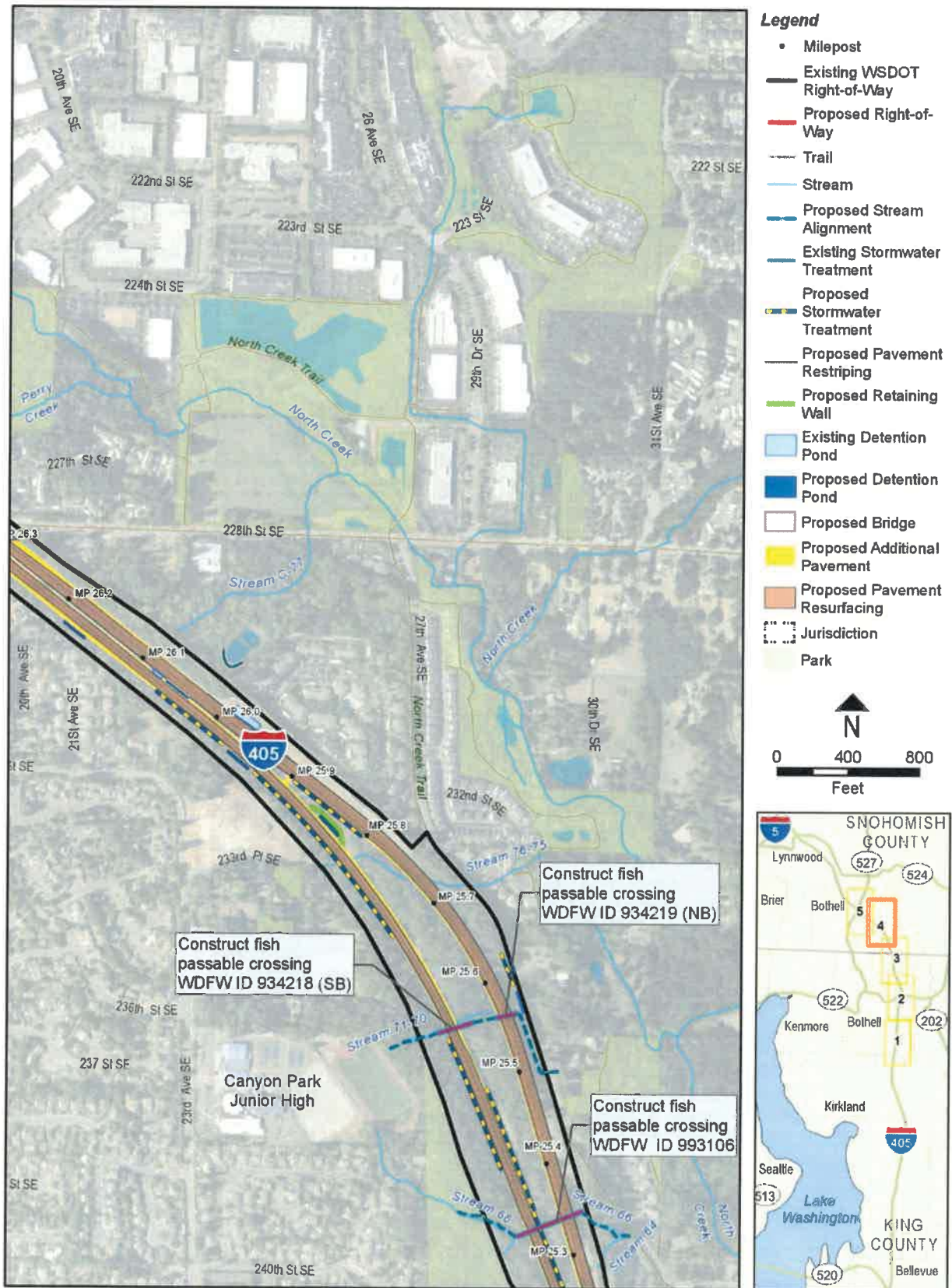
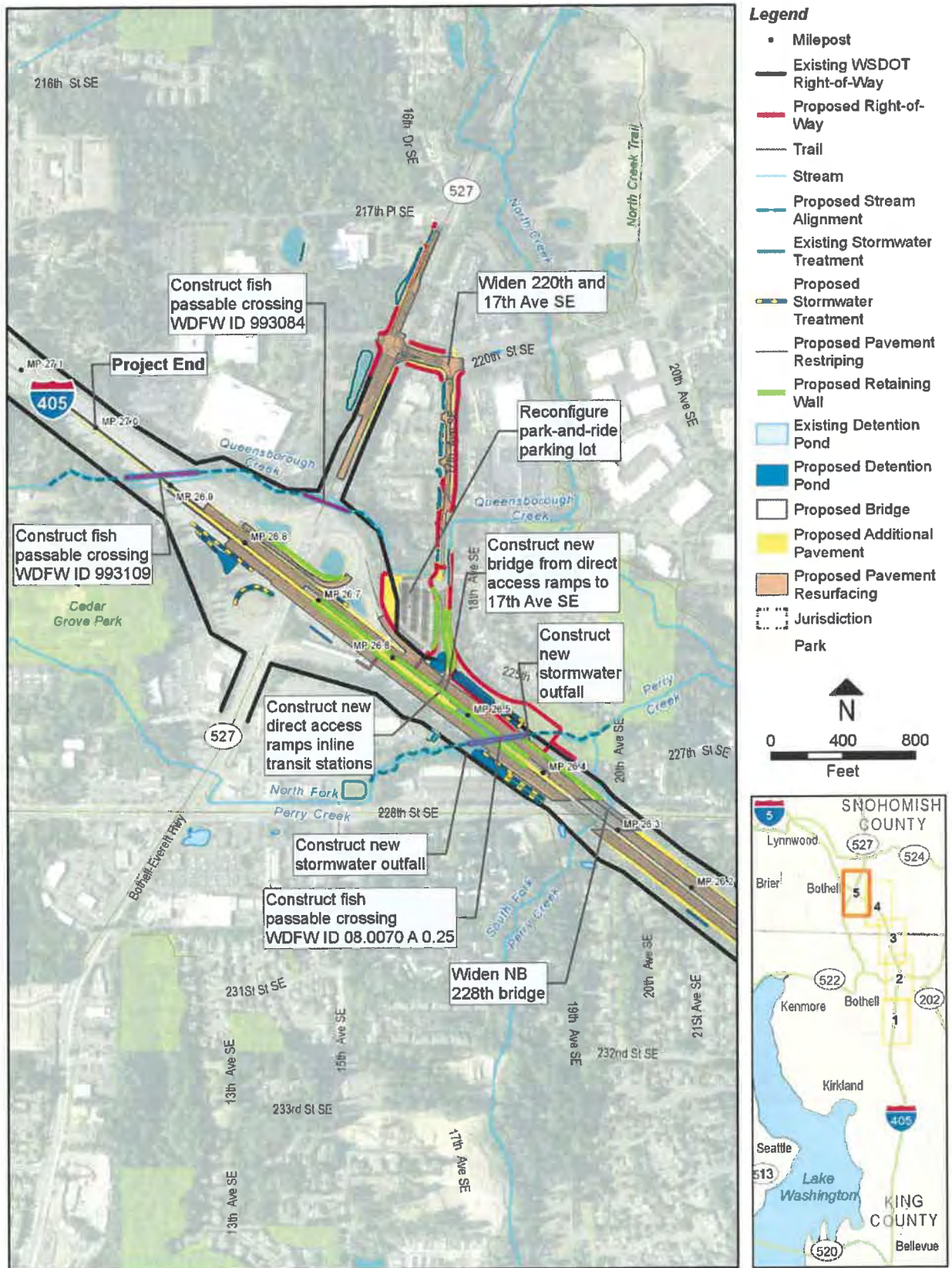




Exhibit 2. SR 522 Vicinity to SR 527 Express Toll Lanes Improvement Project, Sheet 5 of 5





# I-405, SR 522 Vicinity to SR 527 Express Toll Lanes Improvement Project

## North of SR 522

Existing

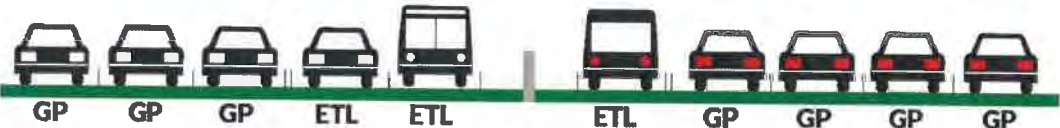


Proposed



## South of Northeast 160th Street

Existing



Proposed



## Directions to Bothell City Hall

### I-405 northbound:

- Get on I-405 North
- Take Exit 23 for SR 522 West
- Continue on SR 522 West to Bothell
- Turn right onto 101st Ave NE
- Bothell City Hall will be on the left

### I-405 southbound

- Get on I-405 South
- Take Exit 23B for SR 522 West
- Continue on SR 522 West to Bothell
- Turn right onto 101st Ave NE
- Bothell City Hall will be on the left

### Parking

Bothell City Hall offers 100 free garage parking on Level P1 and P2 stalls marked "Visitor." Parking for those with disabilities is on levels P1 and P2. Vehicle access to the garage is at 183rd and 185th streets. There is also on-street parking available near City Hall.







February 28, 2019

The Honorable Joseph Benjamin  
Tribal Chair, Sauk-Suiattle Indian Tribe  
5318 Chief Brown Lane  
Darrington, WA 98241

**Subject:** Agency and Tribal Scoping Meeting for the I-405, SR 522 Vicinity to SR 527 Express Toll Lanes Improvement Project

Dear Chair Benjamin,

The Washington State Department of Transportation (WSDOT) and the Federal Highway Administration (FHWA) are proposing improvements to approximately 5.3 miles of I-405 from milepost (MP) 21.79, south of the State Route (SR) 522 interchange to MP 27.06, north of the SR 527 interchange in Bothell, WA. The proposed improvements include an additional express toll lane in each direction and direct access ramps at SR 522 and SR 527. The improvements would increase vehicle capacity and person throughput, improve mobility, and support the development of bus rapid transit (BRT). An Environmental Assessment (EA) is being prepared for the project in accordance with the National Environmental Policy Act (NEPA) and WSDOT's *Environmental Manual*.

You are invited to a Scoping Meeting for agencies and tribes.

**Date:** Monday, March 18, 2019

**Time:** 2:30 – 4:00 p.m.

**Location:** Bothell City Hall, 18415 101st Avenue Bothell, WA 98011

We will begin the meeting with introductions and a presentation that provides an overview of the project, followed by discussion. WSDOT is seeking comments and suggestions from interested parties on the proposed action and the range of environmental topics and issues to be addressed in the EA. Coordination with agencies and Tribal nations, including government-to-government consultation, will continue throughout the duration of this project. We would like to initiate government-to-government consultation with you for this Project. Among other topics, we would like consultation to address cultural and historic resources, pursuant to Section 106 of the National Historic Preservation Act. Recognizing the government-to-government relationship the Federal Highway Administration has with the Tribe, they will continue to play a key role in this undertaking as the responsible Federal agency. This Project will require a permit from the US Army Corps of Engineers, this consultation will also meet their Section 106 responsibilities. WSDOT has been delegated the authority from FHWA to initiate consultation and to directly manage the cultural resources studies. However, you may

contact FHWA or the US Army Corps of Engineers at any time for assistance with the process and/or undertaking.

As part of initiating consultation, we would appreciate the opportunity to meet with you and other appropriate representatives to commence consultation. We will be inquiring about your interest in scheduling a meeting during the public scoping period to discuss these matters further. Meanwhile, if you have any questions regarding consultation, please contact April Magrane, who is acting as this Project's point of contact for tribal coordination at 206.805.2866, or april.magrane@wsdot.wa.gov.

## Project Elements

The I-405, SR 522 Vicinity to SR 527 Express Toll Lanes Improvement Project (the Project) would add capacity on I-405 north of SR 522. The Project proposes to build one new express toll lane in each direction from south of SR 522 to SR 527. It also proposes to build direct access ramps to the express toll lanes at SR 522 and SR 527. Exhibit 1 below provides an overview of the proposed improvements and Exhibit 2 (enclosure) shows the proposed improvements.

***Exhibit 1. Improvements Proposed with the I-405, SR 522 Vicinity to 527 Express Toll Lanes Improvement Project***

Project Element	I-405, SR 522 Vicinity to 527 Express Toll Lanes Improvement Project
<b>I-405 lanes and shoulders from SR 522 to SR 527</b>	<ul style="list-style-type: none"> <li>– Create a dual ETL system from MP 21.79 (south of the I-405/SR 522 interchange) to MP 27.06 (near SR 527). <ul style="list-style-type: none"> <li>• From MP 21.79 to MP 22.30 restripe existing lanes to create a dual ETL system</li> <li>• From MP 22.30 to MP 26.30 resurface and widen I-405 to add one ETL in each direction</li> <li>• From MP 26.30 to MP 27.06 widen I-405 to construct direct access ramps</li> </ul> </li> </ul>
<b>I-405 tolling from SR 522 to SR 527</b>	<ul style="list-style-type: none"> <li>– Construct new tolling gantries to collect tolls for the ETLs and direct access ramps.</li> </ul>
<b>SR 522 interchange</b>	<ul style="list-style-type: none"> <li>– Construct new direct access ramps and two inline transit stations (one in each direction) in the I-405 median. Transit stations would include station platforms, signage, artwork, lighting, fare machines, and site furnishing such as shelters, lean rails, benches, bollards, bicycle parking, and trash receptacles. Transit station locations to be determined in coordination with Sound Transit.</li> <li>– Build a potential park and ride lot near the SR 522 interchange. To be coordinated with local transit agencies.</li> <li>– Construct new northbound bridge through the SR 522 interchange.</li> <li>– Reconfigure I-405 on and off ramps.</li> <li>– Add three signalized intersections on SR 522.</li> </ul>
<b>228th Street SE</b>	<ul style="list-style-type: none"> <li>– Widen northbound I-405 bridge over 228th Street SE.</li> </ul>
<b>SR 527 interchange</b>	<ul style="list-style-type: none"> <li>– Construct new direct access ramps to the north, south and east and two inline transit stations in the I-405 median (one in each direction). Transit stations would include station platforms, signage, artwork, lighting, fare machines, and site furnishing such as shelters, lean rails, benches, bollards, bicycle parking, and trash receptacles.</li> </ul>
<b>17th Avenue SE, 220th Street SE, SR 527</b>	<ul style="list-style-type: none"> <li>– Reconfigure 17th Avenue SE and a portion of 220th Street SE and SR 527 to include a roundabout at the Canyon Park Park and Ride and bicycle and pedestrian improvements.</li> </ul>

**Exhibit 1. Improvements Proposed with the I-405, SR 522 Vicinity to 527 Express Toll Lanes Improvement Project**

<b>Project Element</b>	<b>I-405, SR 522 Vicinity to 527 Express Toll Lanes Improvement Project</b>
<b>Fish passage</b>	<ul style="list-style-type: none"><li>– Replace eight fish barriers with fish-passable crossings at the following streams:<ul style="list-style-type: none"><li>• Par Creek</li><li>• Stream 25.0L</li><li>• Stream 66</li><li>• Replace two fish barriers on Stream 71-70</li><li>• North Fork of Perry Creek</li><li>• Replace two fish barriers at Queensborough Creek</li></ul></li></ul>
<b>Sammamish River</b>	<ul style="list-style-type: none"><li>– Remove the existing northbound I-405 to eastbound SR 522 bridge over Sammamish River, including two bridge piers potentially within the OHWM.</li><li>– Remove the existing northbound I-405 to westbound SR 522 bridge over Sammamish River, including two bridge piers potentially within the OHWM.</li><li>– Build a new bridge for northbound I-405 traffic over the Sammamish River.</li><li>– Build a new bridge over Sammamish River for the new direct access ramp at SR 522.</li><li>– Build a new bridge over Sammamish River for the northbound I-405 to SR 522 ramp.</li></ul>
<b>Noise and retaining walls</b>	<ul style="list-style-type: none"><li>– Construct new noise walls.</li><li>– Construct 28 new retaining walls.</li></ul>
<b>Stormwater management</b>	<ul style="list-style-type: none"><li>– Provide enhanced treatment for 100 percent of new PGIS (approximately 24 acres).</li><li>– Retrofit about 20 acres of existing untreated PGIS and continue to treat stormwater from the approximately 44 acres of PGIS that currently receives treatment.</li><li>– Construct three new stormwater outfalls, one on the Sammamish River and two on the North Fork of Perry Creek.</li></ul>
<b>Construction duration</b>	<ul style="list-style-type: none"><li>– Construction is expected to last 3 years, from August 2021 through December 2024.</li><li>– The inline transit stations at SR 522 and SR 527 and the park and ride lot at SR 522 may be constructed after 2024, depending on when allocated funds for these elements become available.</li></ul>

SR = State Route; ETL = express toll lane; MP = milepost; I = Interstate; OHWM = ordinary high water mark; PGIS = pollutant generating impervious surfaces

## **NEPA Process**

The I-405, SR 522 Vicinity to SR 527 Express Toll Lanes Improvement Project EA will evaluate potential effects to the natural and human environment that could result from the proposed project. The EA will incorporate and build upon prior planning efforts and environmental studies related to I-405, SR 522, and SR 527. This will include reviewing input and suggestions provided by agencies, Tribal nations, the public and other interested parties. The EA is expected to be completed for distribution and public comment in spring 2020.

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Written comments may be submitted to:

I-405, SR 522 Vicinity to SR 527 Express Toll Lanes Improvement Project

Attn: Lisa Hodgson

I-405/SR167 Program

600 108th Avenue NE, Ste. 405

Bellevue, WA 98004

Sincerely,



Lisa Hodgson, P.E.

I-405/SR167 Deputy Program Administrator

**Enclosures:**

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- Exhibit 3. I-405, SR 522 Vicinity to SR 527 Express Toll Lanes Improvement Project Cross-Sections
- Driving Directions to Bothell City Hall

**CC:**

Jason Joseph, Sauk-Suiattle Tribe

Joni Soriano, Sauk-Suiattle Tribe

Kevin Joseph, Sauk-Suiattle Tribe

Lindsey Handel, FHWA

Margaret Kucharski, WSDOT

April Magrane, WSDOT

Project File



**Exhibit 2. I-405, SR 522 Vicinity to SR 527 Express Toll Lanes Improvement Project, Sheet 1 of 5**

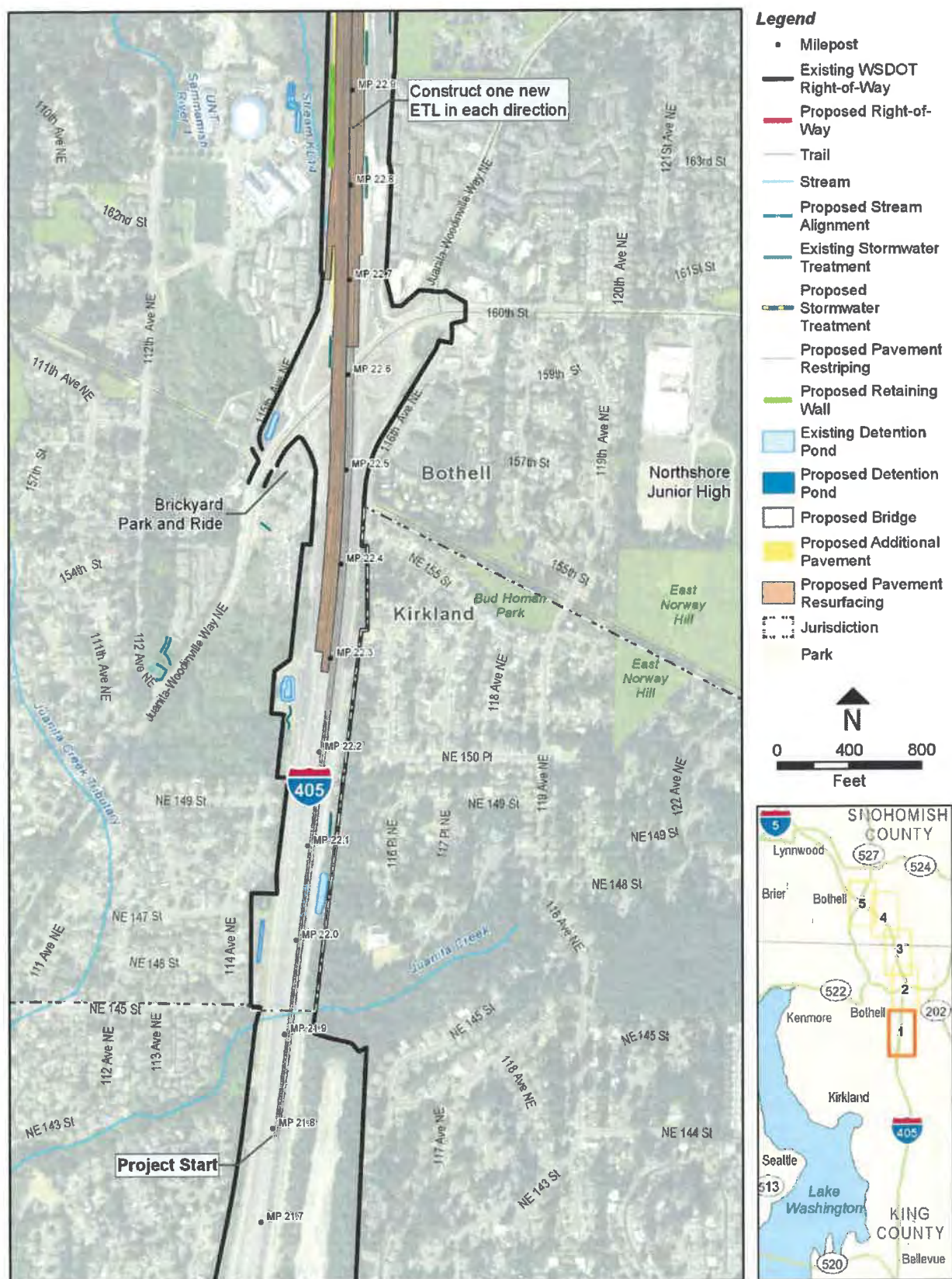




Exhibit 2. I-405, SR 522 Vicinity to SR 527 Express Toll Lanes Improvement Project, Sheet 2 of 5





This map illustrates the proposed improvements for SR 520, spanning the jurisdiction boundary between Snohomish County and King County. The map shows the highway alignment, including existing and proposed right-of-way, pavement, and retaining walls. Key features include the construction of fish-passable crossings for WDFW ID 993106 and WDFW ID 993104. The map also identifies existing and proposed stream alignments, detention ponds, and bridges. Landmarks such as North Creek Forest, North Creek Sportsfield 1, and UW Bothell/Cascadia College Open Space are shown. The map includes a legend, a north arrow, a scale bar (0 to 800 feet), and an inset map showing the project location within the broader regional context of Snohomish and King Counties.

**Legend**

- Milepost
- Existing WSDOT Right-of-Way
- Proposed Right-of-Way
- Trail
- Stream
- Proposed Stream Alignment
- Existing Stormwater Treatment
- Proposed Stormwater Treatment
- Proposed Pavement Restriping
- Proposed Retaining Wall
- Existing Detention Pond
- Proposed Detention Pond
- Proposed Bridge
- Proposed Additional Pavement
- Proposed Pavement Resurfacing
- Jurisdiction
- Park

**Map Labels:**

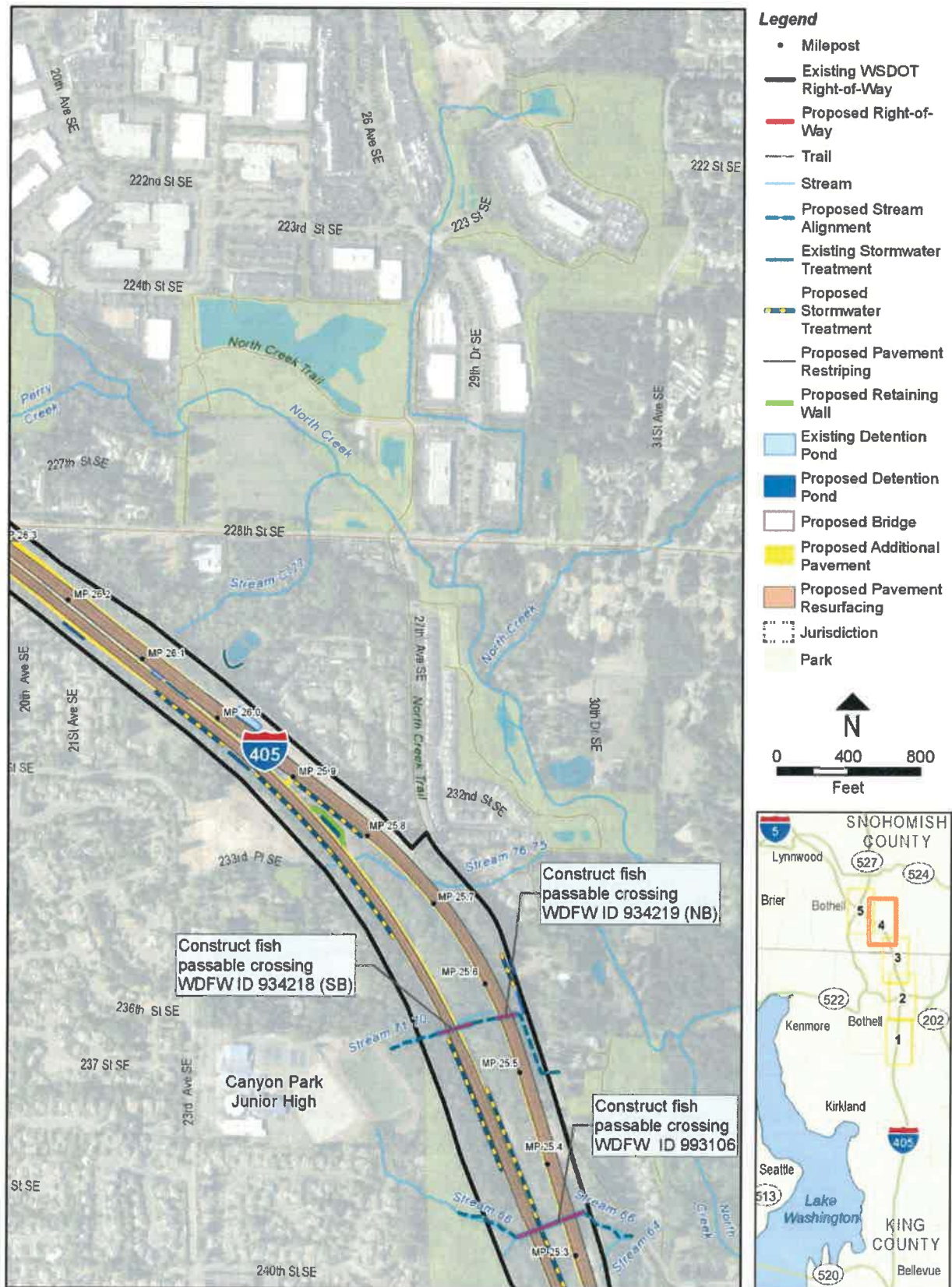
- Construct fish passable crossing WDFW ID 993106
- Construct fish passable crossing WDFW ID 993104
- MP 25.4, MP 25.3, MP 25.2, MP 25.1, MP 25.0, MP 24.9, MP 24.8, MP 24.7, MP 24.6, MP 24.5, MP 24.4, MP 24.3, MP 24.2, MP 24.1
- 35 Ave SE, 34th Ave SE, 240th St SE, Monte Villa Pkwy, North Creek Pkwy N, North Creek Pkwy, 112th Ave NE, 108th Pl NE, 108th St NE, 111th Pl NE, 117th St, Rios Rd, 1st Lt.
- Stream d6, Stream d5, Stream d4, Stream 25.0L, North Creek, North Creek Trail, Pat Creek, North Creek Sportsfield 1
- North Creek Forest, UW Bothell/Cascadia College Open Space, Nicholas Madrazo Memorial Park
- SNOHOMISH COUNTY, KING COUNTY
- 405

**Scale:** 0 400 800 Feet

**Inset Map:** Shows the project location within Snohomish County and King County, highlighting the area around Bothell and the SR 520 corridor.



Exhibit 2. SR 522 Vicinity to SR 527 Express Toll Lanes Improvement Project, Sheet 4 of 5





**Legend**

- Milepost
- Existing WSDOT Right-of-Way
- Proposed Right-of-Way
- Trail
- Stream
- Proposed Stream Alignment
- Existing Stormwater Treatment
- Proposed Stormwater Treatment
- Proposed Pavement Restriping
- Proposed Retaining Wall
- Existing Detention Pond
- Proposed Detention Pond
- Proposed Bridge
- Proposed Additional Pavement
- Proposed Pavement Resurfacing
- Jurisdiction
- Park

**Map Labels:**

- Construct fish passable crossing WDFW ID 993084
- Project End
- Construct fish passable crossing WDFW ID 993109
- Cedar Grove Park
- Construct new direct access ramps inline transit stations
- Construct new stormwater outfall
- Construct fish passable crossing WDFW ID 08.0070 A 0.25
- Widen NB 228th bridge
- Construct new bridge from direct access ramps to 17th Ave SE
- Reconfigure park-and-ride parking lot
- Widen 220th and 17th Ave SE

**Scale:** 0 400 800 Feet

**Inset Map:** SNOHOMISH COUNTY, Lynwood, Brier, Bothell, Kenmore, Kirkland, Seattle, Lake Washington, KING COUNTY, Bellevue. Highway markers for 5, 527, 524, 522, 202, 405, 513, 520 are shown.





**I-405, SR 522 Vicinity to SR 527 Express Toll Lanes Improvement Project**

**North of SR 522**

Existing



Proposed

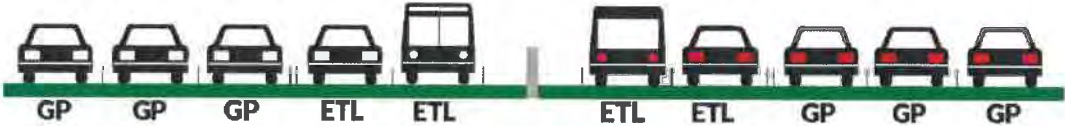


**South of Northeast 160th Street**

Existing



Proposed



## Directions to Bothell City Hall

### I-405 northbound:

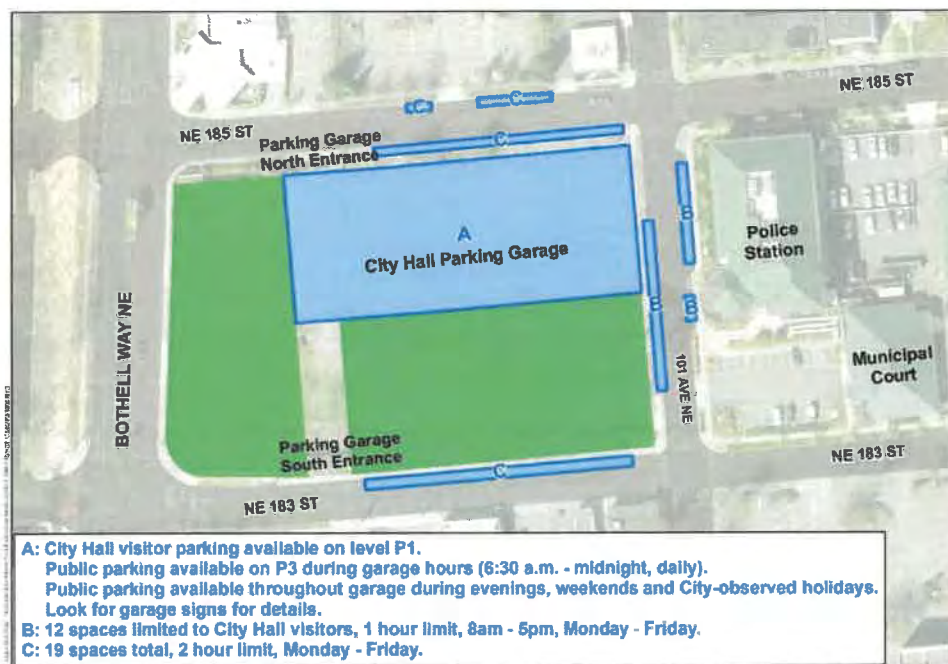
- Get on I-405 North
- Take Exit 23 for SR 522 West
- Continue on SR 522 West to Bothell
- Turn right onto 101st Ave NE
- Bothell City Hall will be on the left

### I-405 southbound

- Get on I-405 South
- Take Exit 23B for SR 522 West
- Continue on SR 522 West to Bothell
- Turn right onto 101st Ave NE
- Bothell City Hall will be on the left

## Parking

Bothell City Hall offers 100 free garage parking on Level P1 and P2 stalls marked "Visitor." Parking for those with disabilities is on levels P1 and P2. Vehicle access to the garage is at 183rd and 185th streets. There is also on-street parking available near City Hall.



**Bothell City Hall  
Visitor Parking Map**



The City of Bothell and its officials (together "we") warrant that the information contained on this website is accurate as of the date of publication. The City of Bothell is not responsible for any errors or omissions in this information. The City of Bothell is not responsible for any damages, including consequential damages, arising from the use of this information. Map Prepared by GIS Services 4/8/2016 Aerial Photo: April 2012







February 28, 2019

The Honorable Robert de los Angeles  
Tribal Chair, Snoqualmie Tribe  
P.O. Box 969  
Snoqualmie, WA 98065

**Subject:** Agency and Tribal Scoping Meeting for the I-405, SR 522 Vicinity to SR 527 Express Toll Lanes Improvement Project

Dear Chair de los Angeles,

The Washington State Department of Transportation (WSDOT) and the Federal Highway Administration (FHWA) are proposing improvements to approximately 5.3 miles of I-405 from milepost (MP) 21.79, south of the State Route (SR) 522 interchange to MP 27.06, north of the SR 527 interchange in Bothell, WA. The proposed improvements include an additional express toll lane in each direction and direct access ramps at SR 522 and SR 527. The improvements would increase vehicle capacity and person throughput, improve mobility, and support the development of bus rapid transit (BRT). An Environmental Assessment (EA) is being prepared for the project in accordance with the National Environmental Policy Act (NEPA) and WSDOT's *Environmental Manual*.

You are invited to a Scoping Meeting for agencies and tribes.

**Date:** Monday, March 18, 2019

**Time:** 2:30 – 4:00 p.m.

**Location:** Bothell City Hall, 18415 101st Avenue Bothell, WA 98011

We will begin the meeting with introductions and a presentation that provides an overview of the project, followed by discussion. WSDOT is seeking comments and suggestions from interested parties on the proposed action and the range of environmental topics and issues to be addressed in the EA. Coordination with agencies and Tribal nations, including government-to-government consultation, will continue throughout the duration of this project. We would like to initiate government-to-government consultation with you for this Project. Among other topics, we would like consultation to address cultural and historic resources, pursuant to Section 106 of the National Historic Preservation Act. Recognizing the government-to-government relationship the Federal Highway Administration has with the Tribe, they will continue to play a key role in this undertaking as the responsible Federal agency. This Project will require a permit from the US Army Corps of Engineers, this consultation will also meet their Section 106 responsibilities. WSDOT has been delegated the authority from FHWA to initiate consultation and to directly manage the cultural resources studies. However, you may



contact FHWA or the US Army Corps of Engineers at any time for assistance with the process and/or undertaking.

As part of initiating consultation, we would appreciate the opportunity to meet with you and other appropriate representatives to commence consultation. We will be inquiring about your interest in scheduling a meeting during the public scoping period to discuss these matters further. Meanwhile, if you have any questions regarding consultation, please contact April Magrane, who is acting as this Project's point of contact for tribal coordination at 206.805.2866, or [april.magrane@wsdot.wa.gov](mailto:april.magrane@wsdot.wa.gov).

## Project Elements

The I-405, SR 522 Vicinity to SR 527 Express Toll Lanes Improvement Project (the Project) would add capacity on I-405 north of SR 522. The Project proposes to build one new express toll lane in each direction from south of SR 522 to SR 527. It also proposes to build direct access ramps to the express toll lanes at SR 522 and SR 527. Exhibit 1 below provides an overview of the proposed improvements and Exhibit 2 (enclosure) shows the proposed improvements.

***Exhibit 1. Improvements Proposed with the I-405, SR 522 Vicinity to 527 Express Toll Lanes Improvement Project***

Project Element	I-405, SR 522 Vicinity to 527 Express Toll Lanes Improvement Project
<b>I-405 lanes and shoulders from SR 522 to SR 527</b>	<ul style="list-style-type: none"> <li>– Create a dual ETL system from MP 21.79 (south of the I-405/SR 522 interchange) to MP 27.06 (near SR 527). <ul style="list-style-type: none"> <li>• From MP 21.79 to MP 22.30 restripe existing lanes to create a dual ETL system</li> <li>• From MP 22.30 to MP 26.30 resurface and widen I-405 to add one ETL in each direction</li> <li>• From MP 26.30 to MP 27.06 widen I-405 to construct direct access ramps</li> </ul> </li> </ul>
<b>I-405 tolling from SR 522 to SR 527</b>	<ul style="list-style-type: none"> <li>– Construct new tolling gantries to collect tolls for the ETLs and direct access ramps.</li> </ul>
<b>SR 522 interchange</b>	<ul style="list-style-type: none"> <li>– Construct new direct access ramps and two inline transit stations (one in each direction) in the I-405 median. Transit stations would include station platforms, signage, artwork, lighting, fare machines, and site furnishing such as shelters, lean rails, benches, bollards, bicycle parking, and trash receptacles. Transit station locations to be determined in coordination with Sound Transit.</li> <li>– Build a potential park and ride lot near the SR 522 interchange. To be coordinated with local transit agencies.</li> <li>– Construct new northbound bridge through the SR 522 interchange.</li> <li>– Reconfigure I-405 on and off ramps.</li> <li>– Add three signalized intersections on SR 522.</li> </ul>
<b>228th Street SE</b>	<ul style="list-style-type: none"> <li>– Widen northbound I-405 bridge over 228th Street SE.</li> </ul>
<b>SR 527 interchange</b>	<ul style="list-style-type: none"> <li>– Construct new direct access ramps to the north, south and east and two inline transit stations in the I-405 median (one in each direction). Transit stations would include station platforms, signage, artwork, lighting, fare machines, and site furnishing such as shelters, lean rails, benches, bollards, bicycle parking, and trash receptacles.</li> </ul>
<b>17th Avenue SE, 220th Street SE, SR 527</b>	<ul style="list-style-type: none"> <li>– Reconfigure 17th Avenue SE and a portion of 220th Street SE and SR 527 to include a roundabout at the Canyon Park Park and Ride and bicycle and pedestrian improvements.</li> </ul>

**Exhibit 1. Improvements Proposed with the I-405, SR 522 Vicinity to 527 Express Toll Lanes Improvement Project**

<b>Project Element</b>	<b>I-405, SR 522 Vicinity to 527 Express Toll Lanes Improvement Project</b>
<b>Fish passage</b>	<ul style="list-style-type: none"><li>– Replace eight fish barriers with fish-passable crossings at the following streams:<ul style="list-style-type: none"><li>• Par Creek</li><li>• Stream 25.0L</li><li>• Stream 66</li><li>• Replace two fish barriers on Stream 71-70</li><li>• North Fork of Perry Creek</li><li>• Replace two fish barriers at Queensborough Creek</li></ul></li></ul>
<b>Sammamish River</b>	<ul style="list-style-type: none"><li>– Remove the existing northbound I-405 to eastbound SR 522 bridge over Sammamish River, including two bridge piers potentially within the OHWM.</li><li>– Remove the existing northbound I-405 to westbound SR 522 bridge over Sammamish River, including two bridge piers potentially within the OHWM.</li><li>– Build a new bridge for northbound I-405 traffic over the Sammamish River.</li><li>– Build a new bridge over Sammamish River for the new direct access ramp at SR 522.</li><li>– Build a new bridge over Sammamish River for the northbound I-405 to SR 522 ramp.</li></ul>
<b>Noise and retaining walls</b>	<ul style="list-style-type: none"><li>– Construct new noise walls.</li><li>– Construct 28 new retaining walls.</li></ul>
<b>Stormwater management</b>	<ul style="list-style-type: none"><li>– Provide enhanced treatment for 100 percent of new PGIS (approximately 24 acres).</li><li>– Retrofit about 20 acres of existing untreated PGIS and continue to treat stormwater from the approximately 44 acres of PGIS that currently receives treatment.</li><li>– Construct three new stormwater outfalls, one on the Sammamish River and two on the North Fork of Perry Creek.</li></ul>
<b>Construction duration</b>	<ul style="list-style-type: none"><li>– Construction is expected to last 3 years, from August 2021 through December 2024.</li><li>– The inline transit stations at SR 522 and SR 527 and the park and ride lot at SR 522 may be constructed after 2024, depending on when allocated funds for these elements become available.</li></ul>

SR = State Route; ETL = express toll lane; MP = milepost; I = Interstate; OHWM = ordinary high water mark; PGIS = pollutant generating impervious surfaces

## **NEPA Process**

The I-405, SR 522 Vicinity to SR 527 Express Toll Lanes Improvement Project EA will evaluate potential effects to the natural and human environment that could result from the proposed project. The EA will incorporate and build upon prior planning efforts and environmental studies related to I-405, SR 522, and SR 527. This will include reviewing input and suggestions provided by agencies, Tribal nations, the public and other interested parties. The EA is expected to be completed for distribution and public comment in spring 2020.

**Scoping comments are requested by April 19, 2019.** If you need additional information regarding the proposed project or the environmental analysis process, please contact Stephanie Miller, I-405 Environmental Assessment Manager, at 425.577.9483 or [millste@consultant.wsdot.wa.gov](mailto:millste@consultant.wsdot.wa.gov).

Written comments may be submitted to:

I-405, SR 522 Vicinity to SR 527 Express Toll Lanes Improvement Project

Attn: Lisa Hodgson

I-405/SR167 Program

600 108th Avenue NE, Ste. 405

Bellevue, WA 98004

Sincerely,



Lisa Hodgson, P.E.

I-405/SR167 Deputy Program Administrator

**Enclosures:**

- Exhibit 2. I-405, SR 522 Vicinity to SR 527 Express Toll Lanes Improvement Project, Sheets 1 through 5
- Exhibit 3. I-405, SR 522 Vicinity to SR 527 Express Toll Lanes Improvement Project Cross-Sections
- Driving Directions to Bothell City Hall

**CC:**

Cindy Spiry, Snoqualmie Tribe

Steven Mullen-Moses, Snoqualmie Tribe

Lindsey Handel, FHWA

Margaret Kucharski, WSDOT

April Magrane, WSDOT

Project File



**Legend**

- Milepost
- Existing WSDOT Right-of-Way
- Proposed Right-of-Way
- Trail
- Stream
- Proposed Stream Alignment
- Existing Stormwater Treatment
- Proposed Stormwater Treatment
- Proposed Pavement Restriping
- Proposed Retaining Wall
- Existing Detention Pond
- Proposed Detention Pond
- Proposed Bridge
- Proposed Additional Pavement
- Proposed Pavement Resurfacing
- Jurisdiction Park

**Map Labels:**

- Brickyard Park and Ride
- Bothell
- Kirkland
- Northshore Junior High
- Bud Homan Park
- East Norway Hill
- NE 155 St
- NE 150 Pl
- NE 149 St
- NE 148 St
- NE 147 St
- NE 146 St
- NE 145 St
- NE 144 St
- NE 143 St
- NE 135 St
- NE 125 Ave NE
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- NE 8 St
- NE 7 St
- NE 6 St
- NE 5 St
- NE 4 St
- NE 3 St
- NE 2 St
- NE 1 St
- NE 0 St

**Project Start**

**Construct one new ETL in each direction**

**Scale:** 0 400 800 Feet

**Inset Map:** SNOHOMISH COUNTY, KING COUNTY, Lynnwood, Brier, Bothell, Kenmore, Kirkland, Seattle, Lake Washington, Bellevue.



Exhibit 2. I-405, SR 522 Vicinity to SR 527 Express Toll Lanes Improvement Project, Sheet 2 of 5

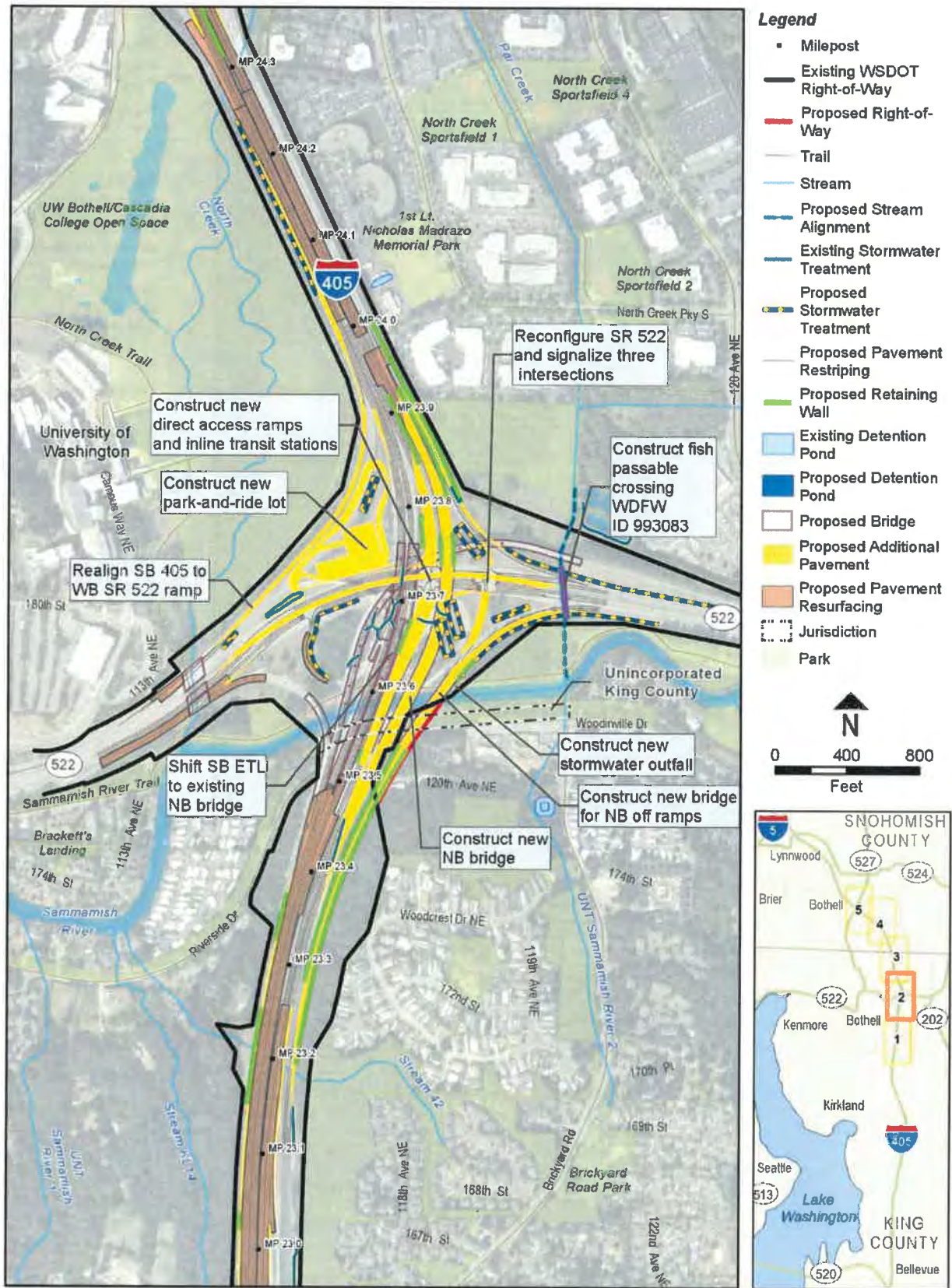




Exhibit 2. I-405, SR 522 Vicinity to SR 527 Express Toll Lanes Improvement Project, Sheet 3 of 5

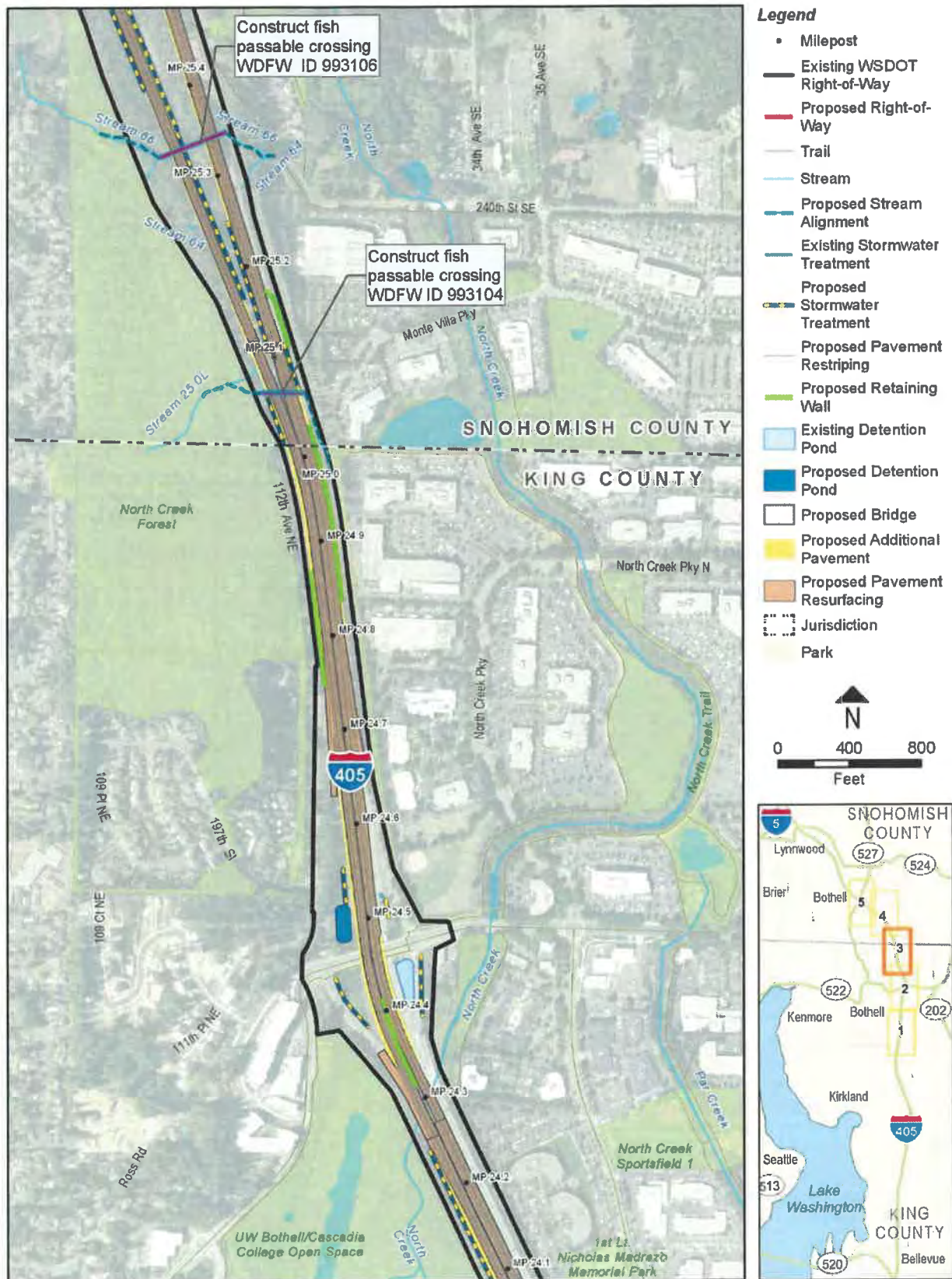




Exhibit 2. SR 522 Vicinity to SR 527 Express Toll Lanes Improvement Project, Sheet 4 of 5

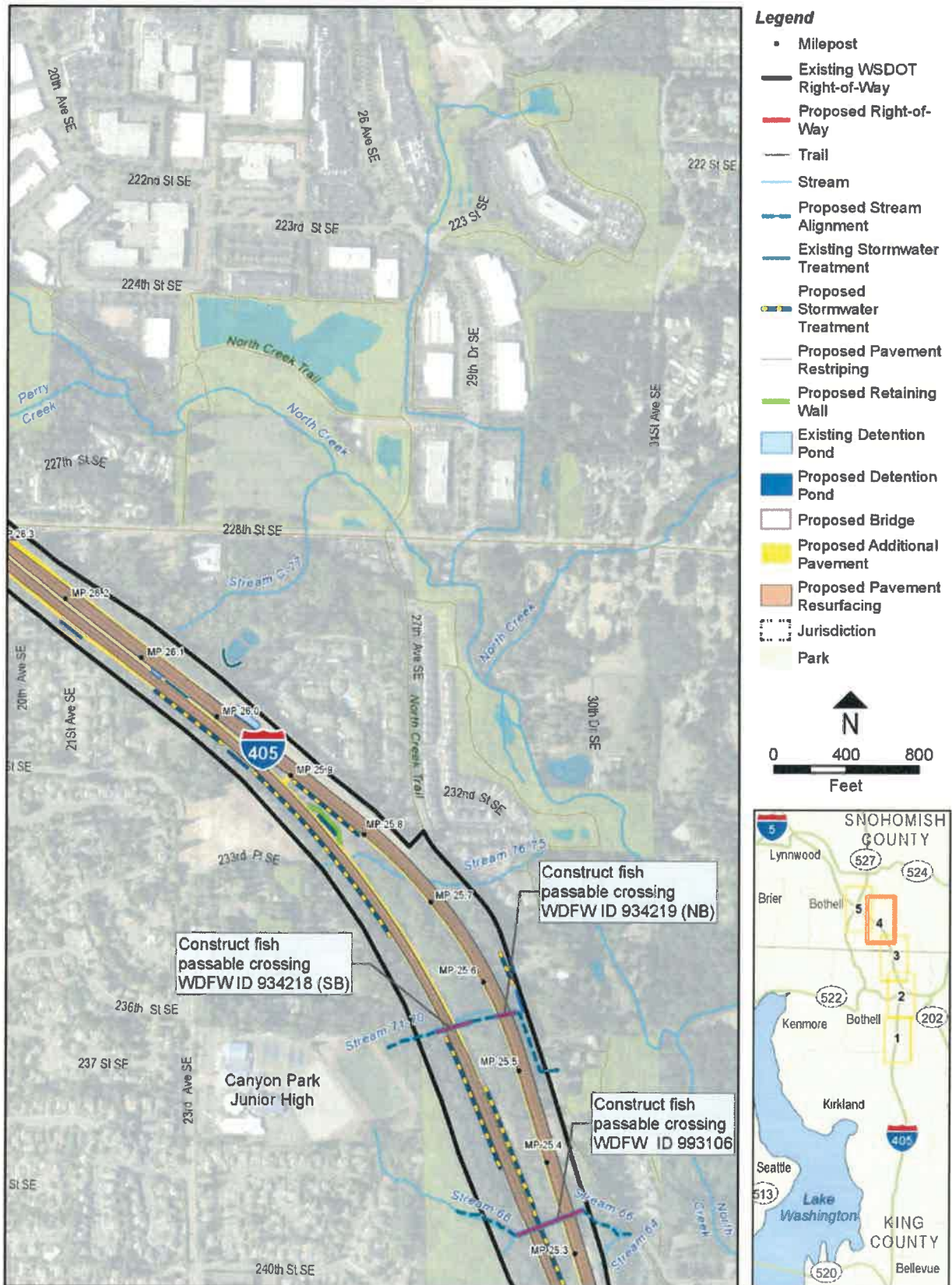




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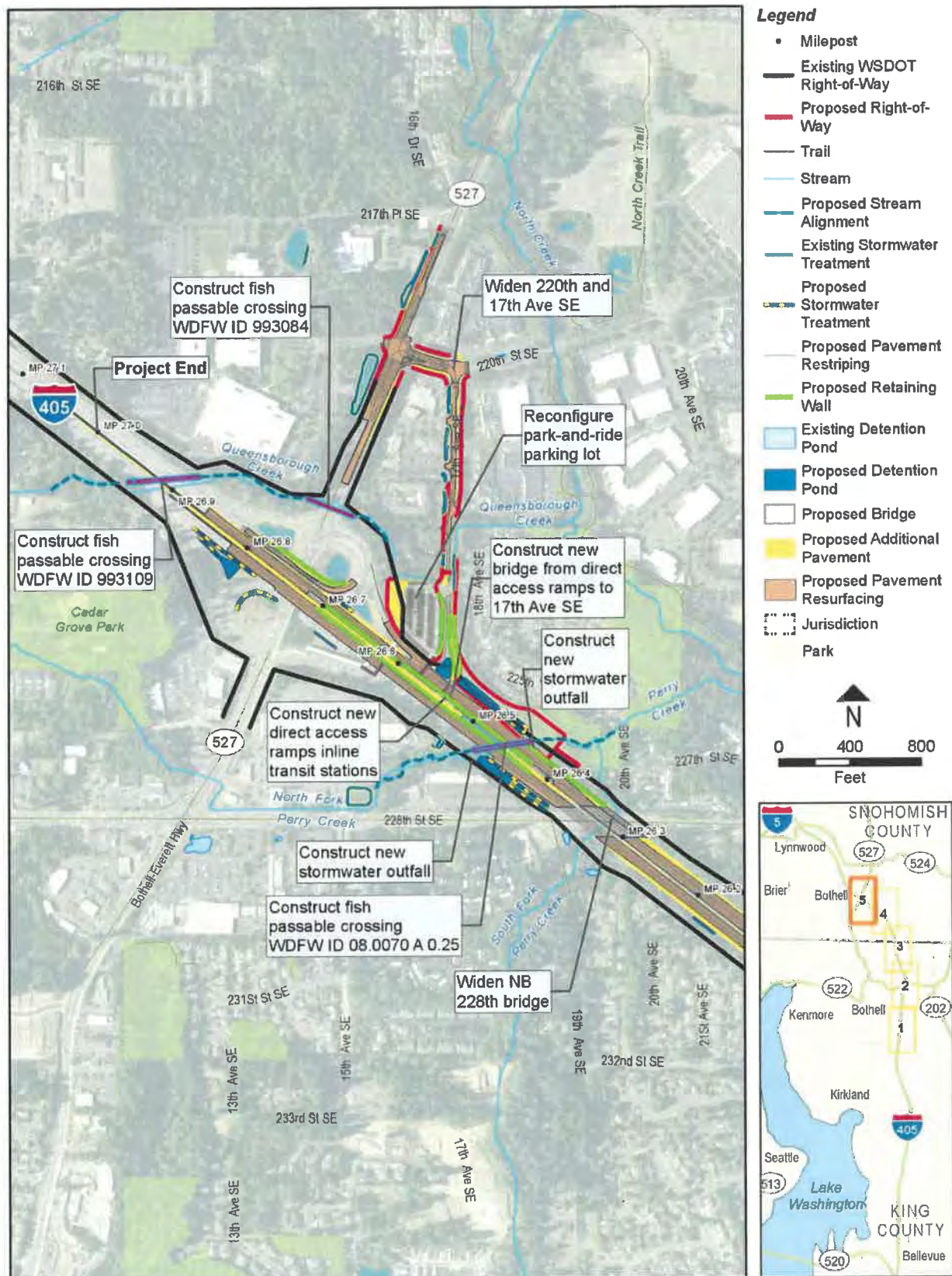


Exhibit 3. I-405, SR 522 Vicinity to SR 527 Express Toll Lanes Improvement Project Cross-Sections



**I-405, SR 522 Vicinity to SR 527 Express Toll Lanes Improvement Project**

**North of SR 522**

Existing

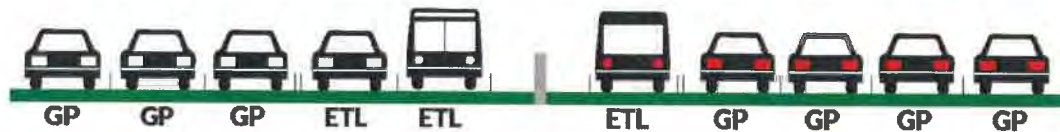


Proposed



**South of Northeast 160th Street**

Existing



Proposed





## Directions to Bothell City Hall

I-405 northbound:

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February 28, 2019

The Honorable Shawn Yanity  
Tribal Chair, Stillaguamish Tribe of Indians  
3322 236th Street NE  
Arlington, WA 98223

**Subject:** Agency and Tribal Scoping Meeting for the I-405, SR 522 Vicinity to SR 527 Express Toll Lanes Improvement Project

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## **NEPA Process**

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Attn: Lisa Hodgson

I-405/SR167 Program

600 108th Avenue NE, Ste. 405

Bellevue, WA 98004

Sincerely,



Lisa Hodgson, P.E.

I-405/SR167 Deputy Program Administrator

**Enclosures:**

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- Driving Directions to Bothell City Hall

**CC:**

Pat Stevenson, Stillaguamish Tribe

Kerry Lyste, Stillaguamish Tribe

Lindsey Handel, FHWA

Margaret Kucharski, WSDOT

April Magrane, WSDOT

Project File

Exhibit 2. I-405, SR 522 Vicinity to SR 527 Express Toll Lanes Improvement Project, Sheet 1 of 5

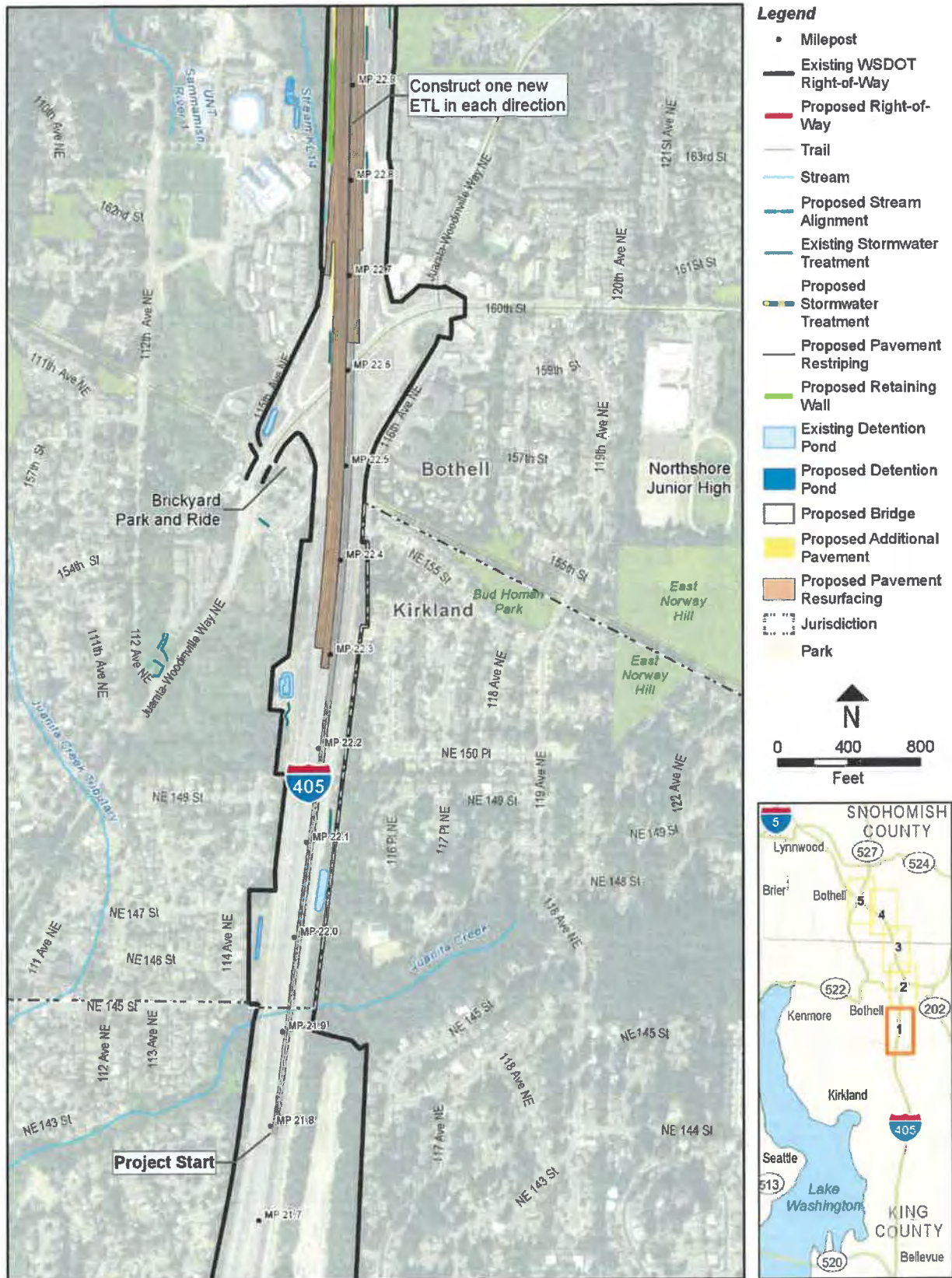
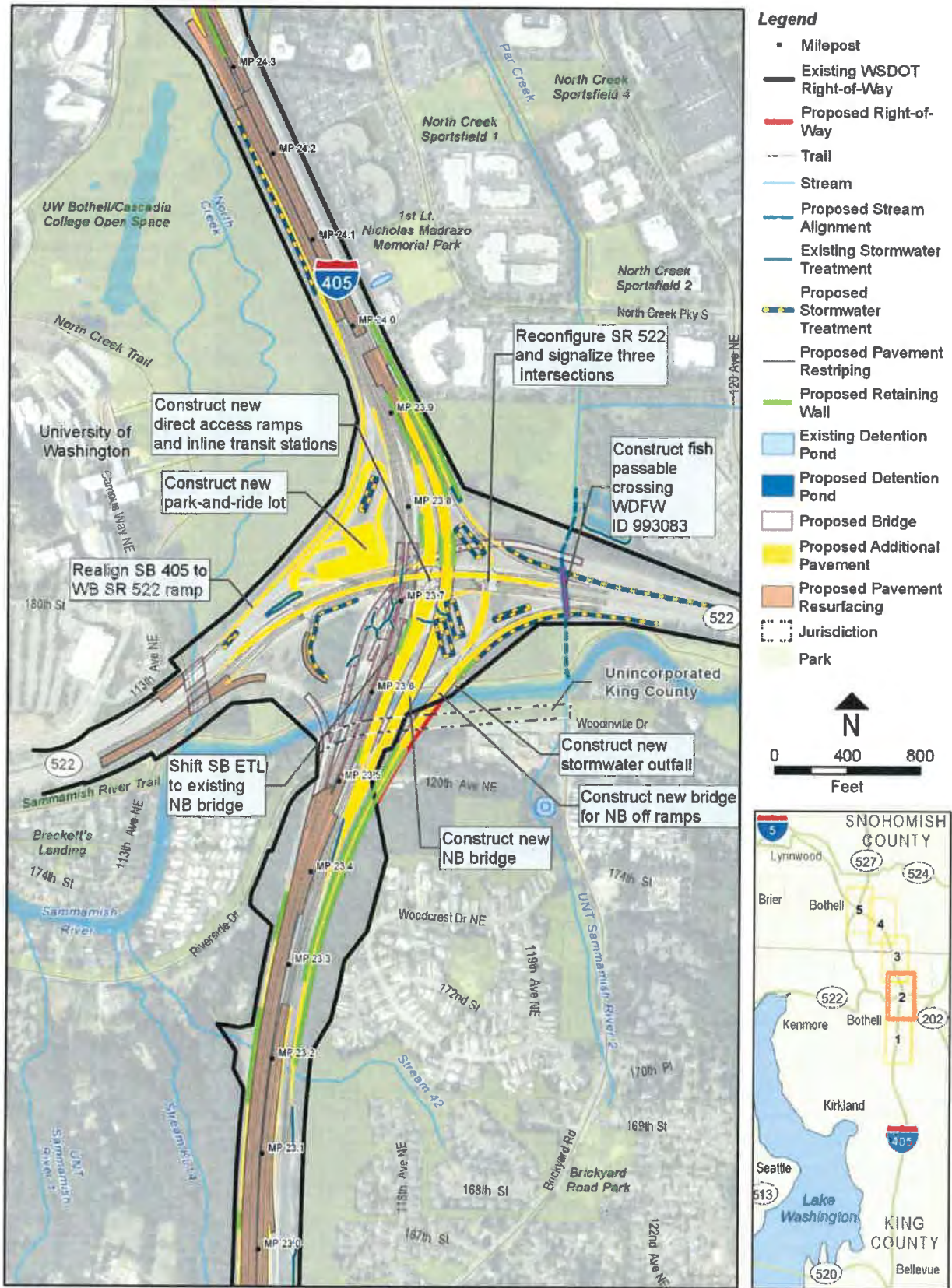




Exhibit 2. I-405, SR 522 Vicinity to SR 527 Express Toll Lanes Improvement Project, Sheet 2 of 5





**Construct fish passable crossing WDFW ID 993106**

**Construct fish passable crossing WDFW ID 993104**

**Legend**

- Milepost
- Existing WSDOT Right-of-Way
- Proposed Right-of-Way
- Trail
- Stream
- Proposed Stream Alignment
- Existing Stormwater Treatment
- Proposed Stormwater Treatment
- Proposed Pavement Restriping
- Proposed Retaining Wall
- Existing Detention Pond
- Proposed Detention Pond
- Proposed Bridge
- Proposed Additional Pavement
- Proposed Pavement Resurfacing
- Jurisdiction
- Park

0 400 800 Feet

**Inset Map:** SNOHOMISH COUNTY, Lynnwood, Brier, Bothell, Kenmore, Bothell, Kirkland, Seattle, Lake Washington, KING COUNTY, Bellevue. Highway markers for 5, 527, 524, 522, 202, 513, 520, and 405 are shown.



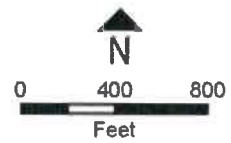
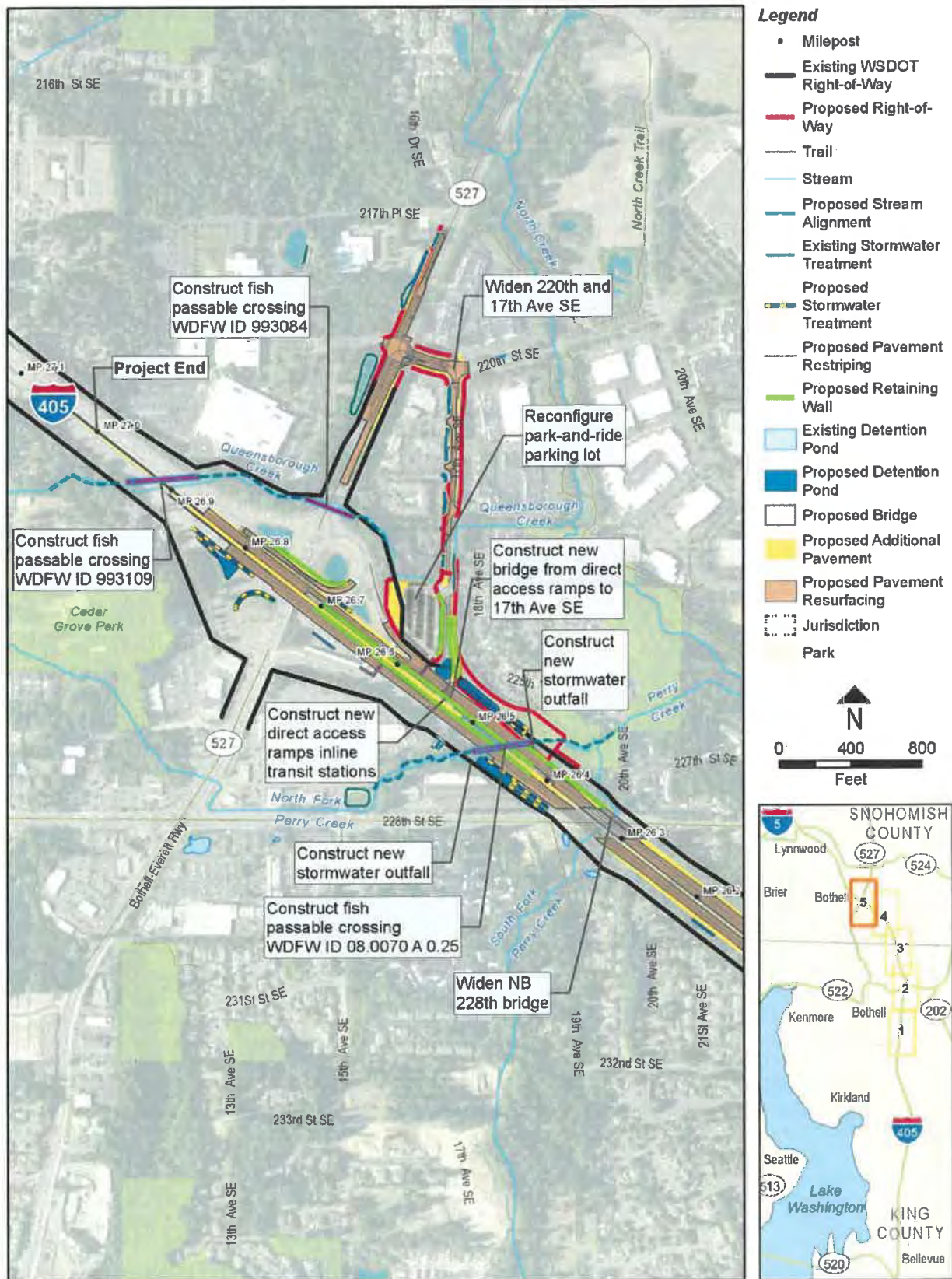




Exhibit 2. SR 522 Vicinity to SR 527 Express Toll Lanes Improvement Project, Sheet 5 of 5





**I-405, SR 522 Vicinity to SR 527 Express Toll Lanes Improvement Project**

**North of SR 522**

Existing



Proposed



**South of Northeast 160th Street**

Existing



Proposed



## Directions to Bothell City Hall

I-405 northbound:

- Get on I-405 North
- Take Exit 23 for SR 522 West
- Continue on SR 522 West to Bothell
- Turn right onto 101st Ave NE
- Bothell City Hall will be on the left

I-405 southbound

- Get on I-405 South
- Take Exit 23B for SR 522 West
- Continue on SR 522 West to Bothell
- Turn right onto 101st Ave NE
- Bothell City Hall will be on the left

## Parking

Bothell City Hall offers 100 free garage parking on Level P1 and P2 stalls marked "Visitor." Parking for those with disabilities is on levels P1 and P2. Vehicle access to the garage is at 183rd and 185th streets. There is also on-street parking available near City Hall.







February 28, 2019

The Honorable JoDe Goudy  
Tribal Chair, Yakama Nation  
P.O. Box 151  
Toppenish, WA 98948

**Subject:** Agency and Tribal Scoping Meeting for the I-405, SR 522 Vicinity to SR 527 Express Toll Lanes Improvement Project

Dear Chair Goudy,

The Washington State Department of Transportation (WSDOT) and the Federal Highway Administration (FHWA) are proposing improvements to approximately 5.3 miles of I-405 from milepost (MP) 21.79, south of the State Route (SR) 522 interchange to MP 27.06, north of the SR 527 interchange in Bothell, WA. The proposed improvements include an additional express toll lane in each direction and direct access ramps at SR 522 and SR 527. The improvements would increase vehicle capacity and person throughput, improve mobility, and support the development of bus rapid transit (BRT). An Environmental Assessment (EA) is being prepared for the project in accordance with the National Environmental Policy Act (NEPA) and WSDOT's *Environmental Manual*.

You are invited to a Scoping Meeting for agencies and tribes.

**Date:** Monday, March 18, 2019

**Time:** 2:30 – 4:00 p.m.

**Location:** Bothell City Hall, 18415 101st Avenue Bothell, WA 98011

We will begin the meeting with introductions and a presentation that provides an overview of the project, followed by discussion. WSDOT is seeking comments and suggestions from interested parties on the proposed action and the range of environmental topics and issues to be addressed in the EA. Coordination with agencies and Tribal nations, including government-to-government consultation, will continue throughout the duration of this project. We would like to initiate government-to-government consultation with you for this Project. Among other topics, we would like consultation to address cultural and historic resources, pursuant to Section 106 of the National Historic Preservation Act. Recognizing the government-to-government relationship the Federal Highway Administration has with the Tribe, they will continue to play a key role in this undertaking as the responsible Federal agency. This Project will require a permit from the US Army Corps of Engineers, this consultation will also meet their Section 106 responsibilities. WSDOT has been delegated the authority from FHWA to initiate consultation and to directly manage the cultural resources studies. However, you may

contact FHWA or the US Army Corps of Engineers at any time for assistance with the process and/or undertaking.

As part of initiating consultation, we would appreciate the opportunity to meet with you and other appropriate representatives to commence consultation. We will be inquiring about your interest in scheduling a meeting during the public scoping period to discuss these matters further. Meanwhile, if you have any questions regarding consultation, please contact April Magrane, who is acting as this Project's point of contact for tribal coordination at 206.805.2866, or [april.magrane@wsdot.wa.gov](mailto:april.magrane@wsdot.wa.gov).

## Project Elements

The I-405, SR 522 Vicinity to SR 527 Express Toll Lanes Improvement Project (the Project) would add capacity on I-405 north of SR 522. The Project proposes to build one new express toll lane in each direction from south of SR 522 to SR 527. It also proposes to build direct access ramps to the express toll lanes at SR 522 and SR 527. Exhibit 1 below provides an overview of the proposed improvements and Exhibit 2 (enclosure) shows the proposed improvements.

***Exhibit 1. Improvements Proposed with the I-405, SR 522 Vicinity to 527 Express Toll Lanes Improvement Project***

Project Element	I-405, SR 522 Vicinity to 527 Express Toll Lanes Improvement Project
I-405 lanes and shoulders from SR 522 to SR 527	<ul style="list-style-type: none"> <li>– Create a dual ETL system from MP 21.79 (south of the I-405/SR 522 interchange) to MP 27.06 (near SR 527). <ul style="list-style-type: none"> <li>• From MP 21.79 to MP 22.30 restripe existing lanes to create a dual ETL system</li> <li>• From MP 22.30 to MP 26.30 resurface and widen I-405 to add one ETL in each direction</li> <li>• From MP 26.30 to MP 27.06 widen I-405 to construct direct access ramps</li> </ul> </li> </ul>
I-405 tolling from SR 522 to SR 527	<ul style="list-style-type: none"> <li>– Construct new tolling gantries to collect tolls for the ETLs and direct access ramps.</li> </ul>
SR 522 interchange	<ul style="list-style-type: none"> <li>– Construct new direct access ramps and two inline transit stations (one in each direction) in the I-405 median. Transit stations would include station platforms, signage, artwork, lighting, fare machines, and site furnishing such as shelters, lean rails, benches, bollards, bicycle parking, and trash receptacles. Transit station locations to be determined in coordination with Sound Transit.</li> <li>– Build a potential park and ride lot near the SR 522 interchange. To be coordinated with local transit agencies.</li> <li>– Construct new northbound bridge through the SR 522 interchange.</li> <li>– Reconfigure I-405 on and off ramps.</li> <li>– Add three signalized intersections on SR 522.</li> </ul>
228th Street SE	<ul style="list-style-type: none"> <li>– Widen northbound I-405 bridge over 228th Street SE.</li> </ul>
SR 527 interchange	<ul style="list-style-type: none"> <li>– Construct new direct access ramps to the north, south and east and two inline transit stations in the I-405 median (one in each direction). Transit stations would include station platforms, signage, artwork, lighting, fare machines, and site furnishing such as shelters, lean rails, benches, bollards, bicycle parking, and trash receptacles.</li> </ul>
17th Avenue SE, 220th Street SE, SR 527	<ul style="list-style-type: none"> <li>– Reconfigure 17th Avenue SE and a portion of 220th Street SE and SR 527 to include a roundabout at the Canyon Park Park and Ride and bicycle and pedestrian improvements.</li> </ul>

**Exhibit 1. Improvements Proposed with the I-405, SR 522 Vicinity to 527 Express Toll Lanes Improvement Project**

<b>Project Element</b>	<b>I-405, SR 522 Vicinity to 527 Express Toll Lanes Improvement Project</b>
<b>Fish passage</b>	<ul style="list-style-type: none"><li>– Replace eight fish barriers with fish-passable crossings at the following streams:<ul style="list-style-type: none"><li>• Par Creek</li><li>• Stream 25.0L</li><li>• Stream 66</li><li>• Replace two fish barriers on Stream 71-70</li><li>• North Fork of Perry Creek</li><li>• Replace two fish barriers at Queensborough Creek</li></ul></li></ul>
<b>Sammamish River</b>	<ul style="list-style-type: none"><li>– Remove the existing northbound I-405 to eastbound SR 522 bridge over Sammamish River, including two bridge piers potentially within the OHWM.</li><li>– Remove the existing northbound I-405 to westbound SR 522 bridge over Sammamish River, including two bridge piers potentially within the OHWM.</li><li>– Build a new bridge for northbound I-405 traffic over the Sammamish River.</li><li>– Build a new bridge over Sammamish River for the new direct access ramp at SR 522.</li><li>– Build a new bridge over Sammamish River for the northbound I-405 to SR 522 ramp.</li></ul>
<b>Noise and retaining walls</b>	<ul style="list-style-type: none"><li>– Construct new noise walls.</li><li>– Construct 28 new retaining walls.</li></ul>
<b>Stormwater management</b>	<ul style="list-style-type: none"><li>– Provide enhanced treatment for 100 percent of new PGIS (approximately 24 acres).</li><li>– Retrofit about 20 acres of existing untreated PGIS and continue to treat stormwater from the approximately 44 acres of PGIS that currently receives treatment.</li><li>– Construct three new stormwater outfalls, one on the Sammamish River and two on the North Fork of Perry Creek.</li></ul>
<b>Construction duration</b>	<ul style="list-style-type: none"><li>– Construction is expected to last 3 years, from August 2021 through December 2024.</li><li>– The inline transit stations at SR 522 and SR 527 and the park and ride lot at SR 522 may be constructed after 2024, depending on when allocated funds for these elements become available.</li></ul>

SR = State Route; ETL = express toll lane; MP = milepost; I = Interstate; OHWM = ordinary high water mark; PGIS = pollutant generating impervious surfaces

## **NEPA Process**

The I-405, SR 522 Vicinity to SR 527 Express Toll Lanes Improvement Project EA will evaluate potential effects to the natural and human environment that could result from the proposed project. The EA will incorporate and build upon prior planning efforts and environmental studies related to I-405, SR 522, and SR 527. This will include reviewing input and suggestions provided by agencies, Tribal nations, the public and other interested parties. The EA is expected to be completed for distribution and public comment in spring 2020.

**Scoping comments are requested by April 19, 2019.** If you need additional information regarding the proposed project or the environmental analysis process, please contact Stephanie Miller, I-405 Environmental Assessment Manager, at 425.577.9483 or [millste@consultant.wsdot.wa.gov](mailto:millste@consultant.wsdot.wa.gov).



Written comments may be submitted to:

I-405, SR 522 Vicinity to SR 527 Express Toll Lanes Improvement Project

Attn: Lisa Hodgson

I-405/SR167 Program

600 108th Avenue NE, Ste. 405

Bellevue, WA 98004

Sincerely,



Lisa Hodgson, P.E.

I-405/SR167 Deputy Program Administrator

**Enclosures:**

- Exhibit 2. I-405, SR 522 Vicinity to SR 527 Express Toll Lanes Improvement Project, Sheets 1 through 5
- Exhibit 3. I-405, SR 522 Vicinity to SR 527 Express Toll Lanes Improvement Project Cross-Sections
- Driving Directions to Bothell City Hall

**CC:**

Elizabeth Sanchey, Yakama Tribe

Johnson Meninick, Yakama Tribe

Jessica Lally, Yakama Tribe

Lindsey Handel, FHWA

Margaret Kucharski, WSDOT

April Magrane, WSDOT

Project File

**Legend**

- Milepost
- Existing WSDOT Right-of-Way
- Proposed Right-of-Way
- Trail
- Stream
- Proposed Stream Alignment
- Existing Stormwater Treatment
- Proposed Stormwater Treatment
- Proposed Pavement Restriping
- Proposed Retaining Wall
- Existing Detention Pond
- Proposed Detention Pond
- Proposed Bridge
- Proposed Additional Pavement
- Proposed Pavement Resurfacing
- Jurisdiction Park

**Map Labels:**

- Construct one new ETL in each direction
- Brickyard Park and Ride
- Bothell
- Kirkland
- Northshore Junior High
- East Norway Hill
- Bud Homan Park
- Juniper Creek
- Juniper Creek Tributary
- NE 143 St
- NE 144 St
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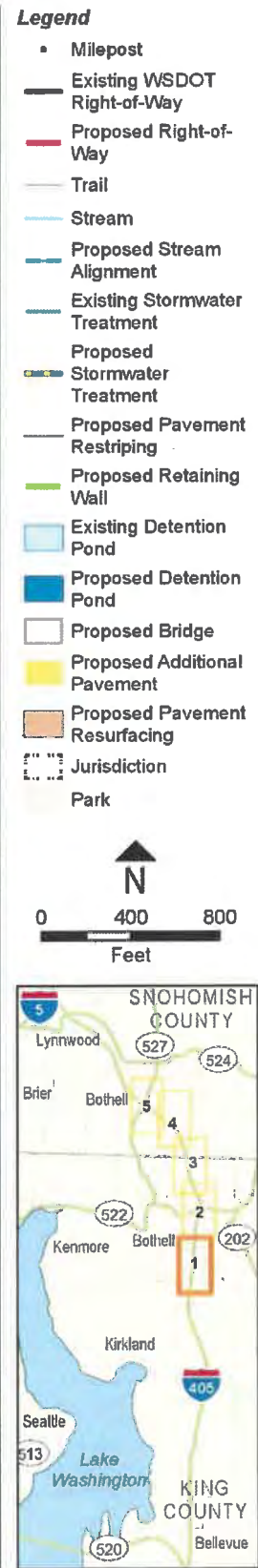
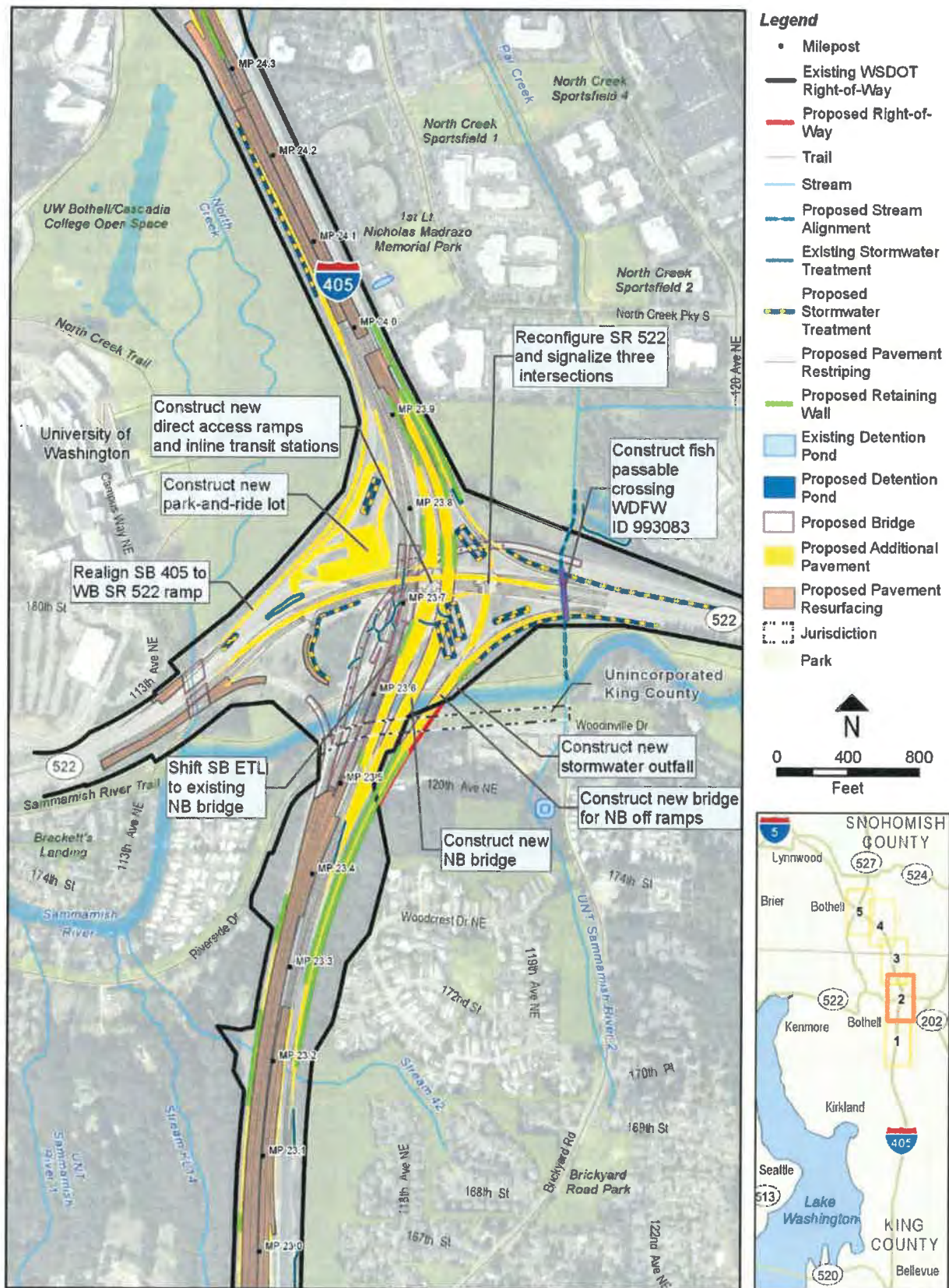




Exhibit 2. I-405, SR 522 Vicinity to SR 527 Express Toll Lanes Improvement Project, Sheet 2 of 5





**Legend**

- Milepost
- Existing WSDOT Right-of-Way
- Proposed Right-of-Way
- Trail
- Stream
- Proposed Stream Alignment
- Existing Stormwater Treatment
- Proposed Stormwater Treatment
- Proposed Pavement Restriping
- Proposed Retaining Wall
- Existing Detention Pond
- Proposed Detention Pond
- Proposed Bridge
- Proposed Additional Pavement
- Proposed Pavement Resurfacing
- Jurisdiction
- Park

**Map Labels:**

- Construct fish passable crossing WDFW ID 993106
- Construct fish passable crossing WDFW ID 993104
- Snohomish County / King County boundary
- North Creek Forest
- North Creek Pkwy N
- North Creek Trail
- North Creek Sportsfield 1
- Nicholas Madrazo Memorial Park
- UW Bothell/Cascadia College Open Space
- Ross Rd
- 11th Pl NE
- 197th St
- 108 Ct NE
- 12th Ave NE
- Monte Villa Pkwy
- 240th St SE
- 34th Ave SE
- 35 Ave SE
- Streams: Stream 06, Stream 04, Stream 25-0L, North Creek, Pat Creek
- Mileposts: MP 25.4, MP 25.3, MP 25.2, MP 25.0, MP 24.9, MP 24.8, MP 24.7, MP 24.6, MP 24.5, MP 24.4, MP 24.3, MP 24.2, MP 24.1
- Highway 405 shield

**Scale:** 0 to 800 Feet

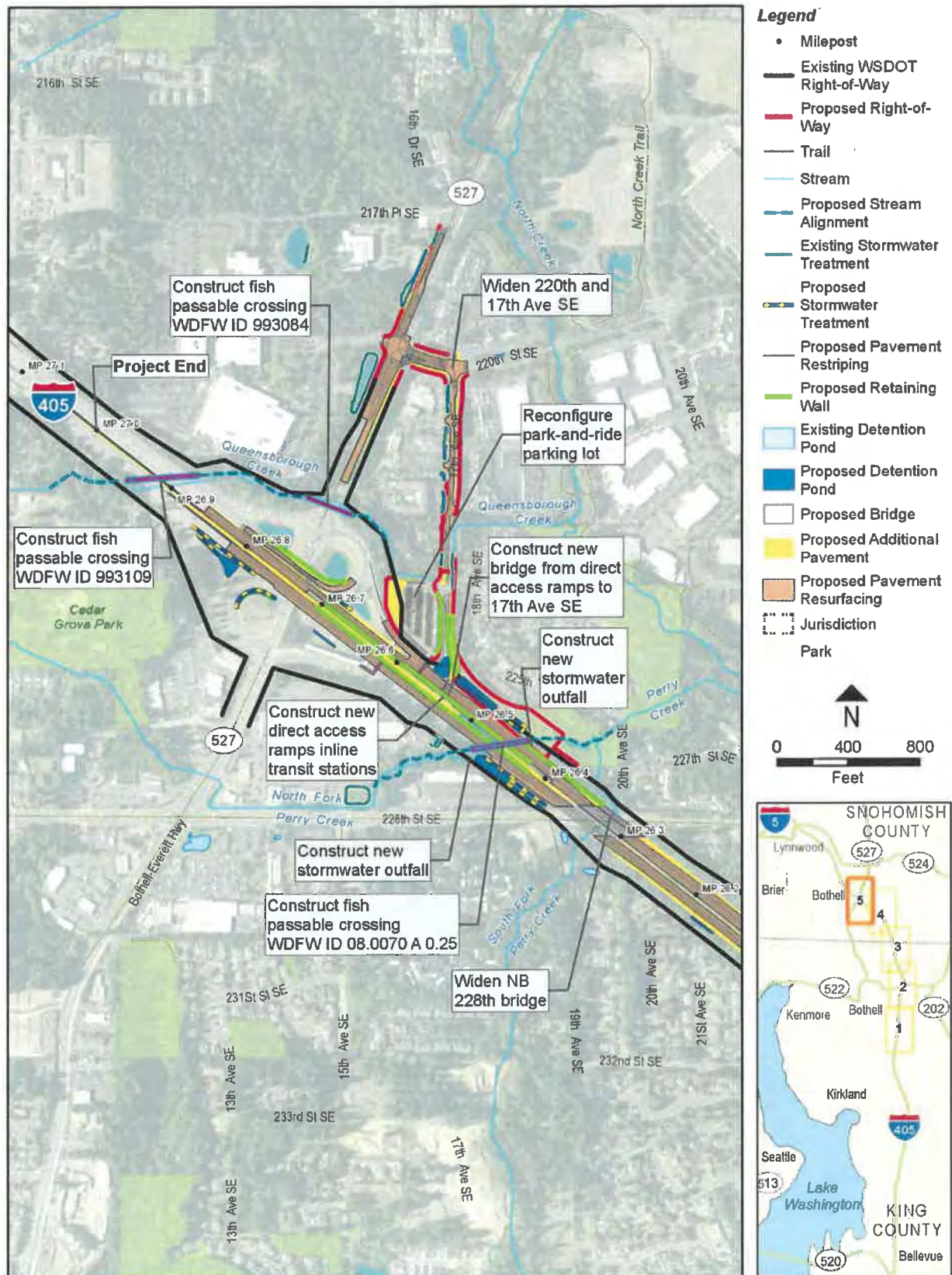
**Inset Map:** Shows the project location relative to Snohomish County, Lynnwood, Brier, Bothell, Kenmore, Kirkland, Seattle, Lake Washington, Bellevue, and various highways (5, 527, 524, 522, 202, 513, 520).



[illegible]



Exhibit 2. SR 522 Vicinity to SR 527 Express Toll Lanes Improvement Project, Sheet 5 of 5







## I-405, SR 522 Vicinity to SR 527 Express Toll Lanes Improvement Project

### North of SR 522

Existing



Proposed



### South of Northeast 160th Street

Existing



Proposed



## Directions to Bothell City Hall

I-405 northbound:

- Get on I-405 North
- Take Exit 23 for SR 522 West
- Continue on SR 522 West to Bothell
- Turn right onto 101st Ave NE
- Bothell City Hall will be on the left

I-405 southbound

- Get on I-405 South
- Take Exit 23B for SR 522 West
- Continue on SR 522 West to Bothell
- Turn right onto 101st Ave NE
- Bothell City Hall will be on the left

## Parking

Bothell City Hall offers 100 free garage parking on Level P1 and P2 stalls marked "Visitor." Parking for those with disabilities is on levels P1 and P2. Vehicle access to the garage is at 183rd and 185th streets. There is also on-street parking available near City Hall.





**Washington State  
Department of Transportation**

**I-405/SR 167 Program Office**  
600-108th Avenue NE Ste. 405  
Bellevue, WA 98004  
425-456-8582  
TTY: 1-800-833-6388  
[www.wsdot.wa.gov](http://www.wsdot.wa.gov)

March 7, 2019

The Honorable Cecile Hansen, Chair  
Duwamish Tribe  
4705 W Marginal Way SW  
Seattle, WA 98106

**I-405, SR522 Vicinity to SR527 Express Toll Lanes Improvement Project**

Dear Chairwoman Hansen:

In accordance with the National Historic Preservation Act (NHPA) and its implementing regulations (36 CFR 800), the Washington State Department of Transportation (WSDOT), on behalf of the Federal Highway Administration (FHWA), is initiating consultation with the Duwamish Tribe for the I-405 SR 522 Vicinity to SR 527 Express Toll Lanes Improvement Project, located in King and Snohomish Counties, Washington, which FHWA has determined to be an undertaking pursuant to 36 CFR 800.3(a). On behalf of FHWA, WSDOT invites you to be a consulting party for this undertaking and provide comments on the APE as defined below.

This undertaking is subject to the *Programmatic Agreement Pursuant to Section 106 of the National Historic Preservation Act of 1966 (NHPA) among the Federal Highway Administration (FHWA), the Washington State Historic Preservation Officer (SHPO), the Washington State Department of Transportation (WSDOT), the Muckleshoot Indian Tribe, and the Snoqualmie Indian Tribe for Improvements to Interstate 405 (I-405) Corridor (PA)* executed on April 4, 2008.

**Project Description**

This undertaking is located along the I-405 corridor within the city limits of Kirkland and Bothell, Washington. The project extends from Milepost (MP) 21.79 to MP 27.06 of I-405. The undertaking is within Township 26N, Range 5E, Sections 4, 5, 8, and 9, and Township 27N, Range 5E, Sections 29, 30, 31, and 32.

The I-405, SR 522 Vicinity to SR 527 Express Toll Lanes Improvement Project (the Project) is the first phase for the long-term plans to add capacity on I-405 between SR 522 and I-5. The project will add one new express toll lane (ETL) in each direction of I-405 from south of SR 522 to SR 527. The additional lanes will be combined with existing ETL lanes to create a new dual lane express toll system in both directions.

The interchanges at SR 522 and SR 527 will be reconstructed to provide new direct access ramps and two inline transit stations (one in each direction) in the I-405 median. At the Sammamish River, this includes removal of two existing northbound bridges and constructing three new bridges to facilitate the direct access ramps.



At SR 527, the project will also reconfigure 17th Avenue SE and a portion of 220th Street SE to include a roundabout at the Canyon Park Park-and-Ride and bicycle and pedestrian improvements.

In addition to these interchange improvements, the project will address 8 fish passage barriers: Par Creek (MP 23.7); Stream 25.0L (MP 25.05); Stream 66 (MP 25.35); Stream 71-70 (MP 25.55, 2 barriers); North Fork Perry Creek (MP 26.45); and, Queensborough Creek (MP 26.9, 2 barriers). The project will also add new stormwater outfalls to the Sammamish River and the North Fork of Perry Creek.

### **Definition of the Project Area of Potential Effects (APE)**

The project APE includes areas where archaeological resources may be encountered or disturbed and areas where historic structures, landscapes, and viewsheds may be directly or indirectly affected. Potential effects to archaeological sites are primarily anticipated where ground disturbance will occur during project construction. Historic structures may be directly affected by the above described construction activities, and may be indirectly affected by noise, vibration, or changes to the visual environment associated with the construction and implemented use of the proposed project.

The APE for this project is defined by the *PA* as follows:

- 1) All areas where ground disturbance is planned, including but not limited to: clearing and grubbing, grading, bridge foundations, retaining walls, noise walls, detention ponds, conveyances, and ecology embankments, creation or enhancement of wetland mitigation sites, and staging and stockpiling areas; and,
- 2) Historic properties located either one tax lot on each side of the affected rights-of-way or 200 feet from their margins, whichever is less.

Based upon a review of the DAHP WISAARD database and information contained in the previous cultural resources survey for the project, a majority of the APE has been previously surveyed. The level of intensity of the survey varied throughout the corridor and additional survey will be necessary to ensure that the locations of ground disturbance are tested to current standards and account for current project design. Following the protocol outlined in the *PA*, the archaeological potential zone maps and documentation will be used to guide the additional survey work.

Previously recorded archaeological sites are located within a half mile of the APE along the entire project corridor. These archaeological sites are: 45KI12 (Precontact lithic scatter); 45KI72 (Precontact Site); 45KI1130 (Historic building foundation); 45KI1345 (Historic Cairn); 45KI1191 (Bothell Pioneer Cemetery Historic Debris Scatter); 45KI1382 (Lithic isolate); 45KI757 (East Norway Hill Lithic Scatter); and, 45SN369 (Ross-Wegner Homestead Site). Of these, only 45KI1130 and 45KI757 are located within the APE, however 45KI1130 will not be directly affected by the current project design. A portion of 45KI757 is located within the limits of construction, however the site was determined not eligible in 2010 following data recovery efforts for the I-405, SR 520 to I-5 Improvement Project.

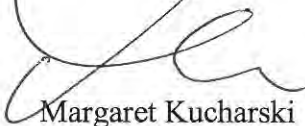
The DAHP WISAARD database shows two eligible historic properties within a half mile of the APE, including the George Shaw Residence (11807 Bothell-Woodinville Rd) and the Dr.

Reuben Chase House (17819 113<sup>th</sup> Ave NE). Of these, only the Chase house is located within the APE.

Your response to this letter, acknowledging your interest in participating in this undertaking as a consulting party is greatly appreciated. Please provide a response by April 8<sup>th</sup> so that we may discuss this undertaking and any of those identified areas of interest. Should you have any questions about this project, you may contact April Magrane by phone at (206) 805-2866 or by E-mail at [MAGRANA@wsdot.wa.gov](mailto:MAGRANA@wsdot.wa.gov).

If you have any general questions about the Section 106 process, you may contact Steve Shipe by phone at (206) 440-4531 or by E-mail at [shipest@wsdot.wa.gov](mailto:shipest@wsdot.wa.gov).

Sincerely,



Margaret Kucharski  
ESO MegaProjects Environmental Manager

MK:ss  
Enclosures

cc: Project File  
Lindsey Handel, Federal Highway Administration, w/ attachments  
Dennis Wardlaw, DAHP, w/o attachments  
Susan Buis, USACOE, w/o attachments  
Lisa Hodgson, WSDOT, I-405/SR167 Deputy Program Administrator, w/o attachments  
Cassandra Manetas, WSDOT ESO MegaProjects Cultural Resources Specialist, w/o attachments  
April Magrane, WSDOT ESO MegaProjects Biology Lead, w/o attachments



March 7, 2019

The Honorable Virginia Cross, Chair  
Muckleshoot Tribe  
39015 172<sup>nd</sup> Ave. SE  
Auburn, WA 98092

**I-405, SR522 Vicinity to SR527 Express Toll Lanes Improvement Project**

Dear Chairwoman Cross:

Pursuant to 36 CFR 800.3(f)(2), in accordance with the National Historic Preservation Act (NHPA) and its implementing regulations (36 CFR 800), the Washington State Department of Transportation (WSDOT), is initiating consultation with the Muckleshoot Tribe in regards to the I-405 SR 522 Vicinity to SR 527 Express Toll Lanes Improvement Project, located in King and Snohomish Counties, Washington, which FHWA has determined to be an undertaking pursuant to 36 CFR 800.3(a). On behalf of FHWA, WSDOT invites your comment on the Area of Potential Effects (APE) as defined below. Since WSDOT has been delegated the authority from FHWA to initiate consultation, we will directly manage the cultural resources studies as part of carrying out this undertaking; however, you may contact FHWA at any time for assistance with the process and/or the undertaking. On behalf of FHWA, WSDOT invites you to provide comments on the APE as defined below.

This undertaking will also require a permit from the United States Army Corps of Engineers (USACE). Pursuant to a Memorandum of Record from USACE dated November 6, 2008, USACE has designated FHWA to act on behalf of USACE to complete Section 106 of the National Historic Preservation Act. This Section 106 consultation will meet the obligations for both FHWA and USACE. It should be noted that the APE for USACE may be different from that of FHWA since the USACE APE only includes areas of USACE jurisdiction.

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**Project Description**

This undertaking is located along the I-405 corridor within the city limits of Kirkland and Bothell, Washington. The project extends from Milepost (MP) 21.79 to MP 27.06 of I-405. The undertaking is within Township 26N, Range 5E, Sections 4, 5, 8, and 9, and Township 27N, Range 5E, Sections 29, 30, 31, and 32.

The I-405, SR 522 Vicinity to SR 527 Express Toll Lanes Improvement Project (the Project) is the first phase for the long-term plans to add capacity on I-405 between SR 522 and I-5. The project will add one new express toll lane (ETL) in each direction of I-405 from south of SR 522 to SR 527. The additional lanes will be combined with existing ETL lanes to create a new dual lane express toll system in both directions.

The interchanges at SR 522 and SR 527 will be reconstructed to provide new direct access ramps and two inline transit stations (one in each direction) in the I-405 median. At the Sammamish River, this includes



removal of two existing northbound bridges and constructing three new bridges to facilitate the direct access ramps.

At SR 527, the project will also reconfigure 17th Avenue SE and a portion of 220th Street SE to include a roundabout at the Canyon Park Park-and-Ride and bicycle and pedestrian improvements.

In addition to these interchange improvements, the project will address 8 fish passage barriers: Par Creek (MP 23.7); Stream 25.0L (MP 25.05); Stream 66 (MP 25.35); Stream 71-70 (MP 25.55, 2 barriers); North Fork Perry Creek (MP 26.45); and, Queensborough Creek (MP 26.9, 2 barriers). The project will also add new stormwater outfalls to the Sammamish River and the North Fork of Perry Creek.

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The APE for this project is defined by the *PA* as follows:

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- 2) Historic properties located either one tax lot on each side of the affected rights-of-way or 200 feet from their margins, whichever is less.

Based upon a review of the DAHP WISAARD database and information contained in the previous cultural resources survey for the project, a majority of the APE has been previously surveyed. The level of intensity of the survey varied throughout the corridor and additional survey will be necessary to ensure that the locations of ground disturbance are tested to current standards and account for current project design. Following the protocol outlined in the *PA*, the archaeological potential zone maps and documentation will be used to guide the additional survey work.

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Recognizing the government-to-government relationship that the Federal Highway Administration has with the Muckleshoot Tribe, FHWA will continue to play a key role in this project as the responsible federal agency.

Your response to this letter, acknowledging your interest in participating in this undertaking as a consulting party, in identifying any historic properties, including Traditional Cultural Properties (TCPs) that may exist within the project's Area of Potential Effects (APE), and providing any key tribal contacts,

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Sincerely,



Margaret Kucharski  
ESO MegaProjects Environmental Manager

MK:ss  
Enclosures

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I-405/SR 167 Program Office  
600-108th Avenue NE Ste. 405  
Bellevue, WA 98004  
425-456-8582  
TTY: 1-800-833-6388  
www.wsdot.wa.gov

March 7, 2019

Laura Murphy, Tribal Archaeologist  
Muckleshoot Tribe  
39015 172<sup>nd</sup> Ave. SE  
Auburn, WA 98092

### **I-405, SR522 Vicinity to SR527 Express Toll Lanes Improvement Project**

Dear Ms. Murphy:

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#### **Project Description**

This undertaking is located along the I-405 corridor within the city limits of Kirkland and Bothell, Washington. The project extends from Milepost (MP) 21.79 to MP 27.06 of I-405. The undertaking is within Township 26N, Range 5E, Sections 4, 5, 8, and 9, and Township 27N, Range 5E, Sections 29, 30, 31, and 32.

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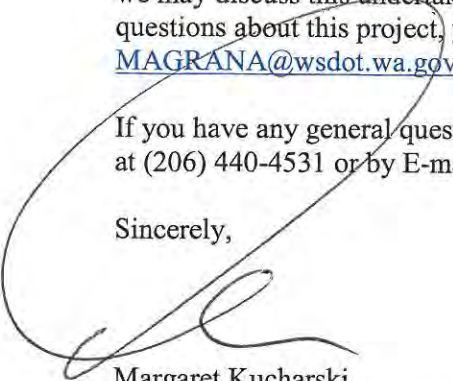
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Sincerely,



Margaret Kucharski  
ESO MegaProjects Environmental Manager

MK:ss  
Enclosures

cc: Project File  
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**Washington State  
Department of Transportation**

**I-405/SR 167 Program Office**  
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[www.wsdot.wa.gov](http://www.wsdot.wa.gov)

March 7, 2019

Karen Walter, Watershed/Land Use Team Leader  
Muckleshoot Tribe  
39015 172<sup>nd</sup> Ave. SE  
Auburn, WA 98092

**I-405, SR522 Vicinity to SR527 Express Toll Lanes Improvement Project**

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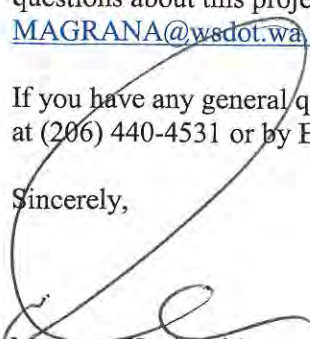
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March 7, 2019

The Honorable Benjamin Joseph, Chair  
Sauk-Suiattle Tribe  
5318 Chief Brown Lane  
Darrington, WA 98241

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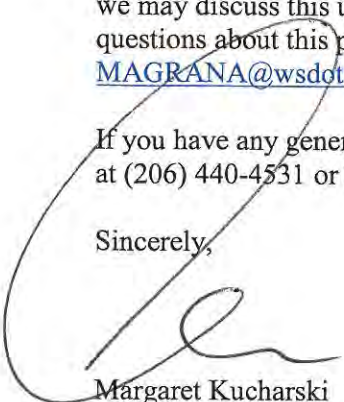
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Your response to this letter, acknowledging your interest in participating in this undertaking as a consulting party, in identifying any historic properties, including Traditional Cultural Properties (TCPs) that may exist within the project's Area of Potential Effects (APE), and providing any key tribal contacts, is greatly appreciated. We are also inviting comments regarding any other tribal concerns, such as fisheries and Treaty Rights, the proposed project may raise. Please provide a response by April 8<sup>th</sup> so that we may discuss this undertaking and any of those identified areas of interest. Should you have any questions about this project, you may contact April Magrane by phone at (206) 805-2866 or by E-mail at [MAGRANA@wsdot.wa.gov](mailto:MAGRANA@wsdot.wa.gov).

If you have any general questions about the Section 106 process, you may contact Steve Shipe by phone at (206) 440-4531 or by E-mail at [shipest@wsdot.wa.gov](mailto:shipest@wsdot.wa.gov).

Sincerely,



Margaret Kucharski  
ESO MegaProjects Environmental Manager

MK:ss  
Enclosures

cc: Project File  
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Alex Frey, Sauk-Suiattle Tribe Archaeologist, w/ attachments  
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March 7, 2019

Kevin Joseph, THPO  
Sauk-Suiattle Tribe  
5318 Chief Brown Lane  
Darrington, WA 98241

### **I-405, SR522 Vicinity to SR527 Express Toll Lanes Improvement Project**

Dear Mr. Joseph:

Pursuant to 36 CFR 800.3(f)(2), in accordance with the National Historic Preservation Act (NHPA) and its implementing regulations (36 CFR 800), the Washington State Department of Transportation (WSDOT), is initiating consultation with the Sauk-Suiattle Tribe in regards to the I-405 SR 522 Vicinity to SR 527 Express Toll Lanes Improvement Project, located in King and Snohomish Counties, Washington, which FHWA has determined to be an undertaking pursuant to 36 CFR 800.3(a). On behalf of FHWA, WSDOT invites your comment on the Area of Potential Effects (APE) as defined below. Since WSDOT has been delegated the authority from FHWA to initiate consultation, we will directly manage the cultural resources studies as part of carrying out this undertaking; however, you may contact FHWA at any time for assistance with the process and/or the undertaking. On behalf of FHWA, WSDOT invites you to provide comments on the APE as defined below.

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#### **Project Description**

This undertaking is located along the I-405 corridor within the city limits of Kirkland and Bothell, Washington. The project extends from Milepost (MP) 21.79 to MP 27.06 of I-405. The undertaking is within Township 26N, Range 5E, Sections 4, 5, 8, and 9, and Township 27N, Range 5E, Sections 29, 30, 31, and 32.

The I-405, SR 522 Vicinity to SR 527 Express Toll Lanes Improvement Project (the Project) is the first phase for the long-term plans to add capacity on I-405 between SR 522 and I-5. The project will add one new express toll lane (ETL) in each direction of I-405 from south of SR 522 to SR 527. The additional lanes will be combined with existing ETL lanes to create a new dual lane express toll system in both directions.



The interchanges at SR 522 and SR 527 will be reconstructed to provide new direct access ramps and two inline transit stations (one in each direction) in the I-405 median. At the Sammamish River, this includes removal of two existing northbound bridges and constructing three new bridges to facilitate the direct access ramps.

At SR 527, the project will also reconfigure 17th Avenue SE and a portion of 220th Street SE to include a roundabout at the Canyon Park Park-and-Ride and bicycle and pedestrian improvements.

In addition to these interchange improvements, the project will address 8 fish passage barriers: Par Creek (MP 23.7); Stream 25.0L (MP 25.05); Stream 66 (MP 25.35); Stream 71-70 (MP 25.55, 2 barriers); North Fork Perry Creek (MP 26.45); and, Queensborough Creek (MP 26.9, 2 barriers). The project will also add new stormwater outfalls to the Sammamish River and the North Fork of Perry Creek.

### **Definition of the Project Area of Potential Effects (APE)**

The project APE includes areas where archaeological resources may be encountered or disturbed and areas where historic structures, landscapes, and viewsheds may be directly or indirectly affected. Potential effects to archaeological sites are primarily anticipated where ground disturbance will occur during project construction. Historic structures may be directly affected by the above described construction activities, and may be indirectly affected by noise, vibration, or changes to the visual environment associated with the construction and implemented use of the proposed project.

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- 2) Historic properties located either one tax lot on each side of the affected rights-of-way or 200 feet from their margins, whichever is less.

Based upon a review of the DAHP WISAARD database and information contained in the previous cultural resources survey for the project, a majority of the APE has been previously surveyed. The level of intensity of the survey varied throughout the corridor and additional survey will be necessary to ensure that the locations of ground disturbance are tested to current standards and account for current project design. Following the protocol outlined in the *PA*, the archaeological potential zone maps and documentation will be used to guide the additional survey work.

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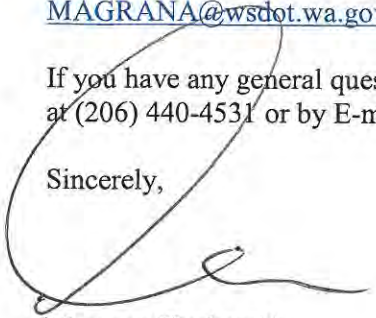
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Margaret Kucharski  
ESO MegaProjects Environmental Manager

MK:ss

Enclosures

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March 7, 2019

Alex Frey, Archaeologist  
Sauk-Suiattle Tribe  
5318 Chief Brown Lane  
Darrington, WA 98241

### **I-405, SR522 Vicinity to SR527 Express Toll Lanes Improvement Project**

Dear Mr. Frey:

Pursuant to 36 CFR 800.3(f)(2), in accordance with the National Historic Preservation Act (NHPA) and its implementing regulations (36 CFR 800), the Washington State Department of Transportation (WSDOT), is initiating consultation with the Sauk-Suiattle Tribe in regards to the I-405 SR 522 Vicinity to SR 527 Express Toll Lanes Improvement Project, located in King and Snohomish Counties, Washington, which FHWA has determined to be an undertaking pursuant to 36 CFR 800.3(a). On behalf of FHWA, WSDOT invites your comment on the Area of Potential Effects (APE) as defined below. Since WSDOT has been delegated the authority from FHWA to initiate consultation, we will directly manage the cultural resources studies as part of carrying out this undertaking; however, you may contact FHWA at any time for assistance with the process and/or the undertaking. On behalf of FHWA, WSDOT invites you to provide comments on the APE as defined below.

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#### **Project Description**

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Margaret Kucharski  
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March 7, 2019

Joni Soriano, Director of Planning & Development  
Sauk-Suiattle Tribe  
5318 Chief Brown Lane  
Darrington, WA 98241

### **I-405, SR522 Vicinity to SR527 Express Toll Lanes Improvement Project**

Dear Ms. Soriano:

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March 7, 2019

The Honorable Robert de los Angeles, Chair  
Snoqualmie Tribe  
P.O. Box 969  
Snoqualmie, WA 98065

**I-405, SR522 Vicinity to SR527 Express Toll Lanes Improvement Project**

Dear Chairman de los Angeles:

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- 1) All areas where ground disturbance is planned, including but not limited to: clearing and grubbing, grading, bridge foundations, retaining walls, noise walls, detention ponds, conveyances, and ecology embankments, creation or enhancement of wetland mitigation sites, and staging and stockpiling areas; and,
- 2) Historic properties located either one tax lot on each side of the affected rights-of-way or 200 feet from their margins, whichever is less.

Based upon a review of the DAHP WISAARD database and information contained in the previous cultural resources survey for the project, a majority of the APE has been previously surveyed. The level of intensity of the survey varied throughout the corridor and additional survey will be necessary to ensure that the locations of ground disturbance are tested to current standards and account for current project design. Following the protocol outlined in the *PA*, the archaeological potential zone maps and documentation will be used to guide the additional survey work.

Previously recorded archaeological sites are located within a half mile of the APE along the entire project corridor. These archaeological sites are: 45KI112 (Precontact lithic scatter); 45KI72 (Precontact Site); 45KI1130 (Historic building foundation); 45KI1345 (Historic Cairn); 45KI1191 (Bothell Pioneer Cemetery Historic Debris Scatter); 45KI1382 (Lithic isolate); 45KI757 (East Norway Hill Lithic Scatter); and, 45SN369 (Ross-Wegner Homestead Site). Of these, only 45KI1130 and 45KI757 are located within the APE, however 45KI1130 will not be directly affected by the current project design. A portion of 45KI757 is located within the limits of construction, however the site was determined not eligible in 2010 following data recovery efforts for the I-405, SR 520 to I-5 Improvement Project.

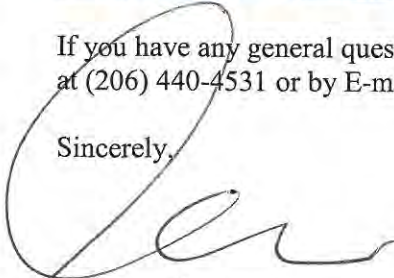
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Recognizing the government-to-government relationship that the Federal Highway Administration has with the Snoqualmie Tribe, FHWA will continue to play a key role in this project as the responsible federal agency.

Your response to this letter, acknowledging your interest in participating in this undertaking as a consulting party, in identifying any historic properties, including Traditional Cultural Properties (TCPs) that may exist within the project's Area of Potential Effects (APE), and providing any key tribal contacts, is greatly appreciated. We are also inviting comments regarding any other tribal concerns, such as fisheries and Treaty Rights, the proposed project may raise. Please provide a response by April 8<sup>th</sup> so that we may discuss this undertaking and any of those identified areas of interest. Should you have any questions about this project, you may contact April Magrane by phone at (206) 805-2866 or by E-mail at [MAGRANA@wsdot.wa.gov](mailto:MAGRANA@wsdot.wa.gov).

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Sincerely,



Margaret Kucharski  
ESO MegaProjects Environmental Manager

MK:ss

Enclosures

cc: Project File  
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March 7, 2019

Steven Mullen-Moses, Director Archaeology & Historic Preservation  
Snoqualmie Tribe  
P.O. Box 969  
Snoqualmie, WA 98065

**I-405, SR522 Vicinity to SR527 Express Toll Lanes Improvement Project**

Dear Mr. Mullen-Moses:

Pursuant to 36 CFR 800.3(f)(2), in accordance with the National Historic Preservation Act (NHPA) and its implementing regulations (36 CFR 800), the Washington State Department of Transportation (WSDOT), is initiating consultation with the Snoqualmie Tribe in regards to the I-405 SR 522 Vicinity to SR 527 Express Toll Lanes Improvement Project, located in King and Snohomish Counties, Washington, which FHWA has determined to be an undertaking pursuant to 36 CFR 800.3(a). On behalf of FHWA, WSDOT invites your comment on the Area of Potential Effects (APE) as defined below. Since WSDOT has been delegated the authority from FHWA to initiate consultation, we will directly manage the cultural resources studies as part of carrying out this undertaking; however, you may contact FHWA at any time for assistance with the process and/or the undertaking. On behalf of FHWA, WSDOT invites you to provide comments on the APE as defined below.

This undertaking will also require a permit from the United States Army Corps of Engineers (USACE). Pursuant to a Memorandum of Record from USACE dated November 6, 2008, USACE has designated FHWA to act on behalf of USACE to complete Section 106 of the National Historic Preservation Act. This Section 106 consultation will meet the obligations for both FHWA and USACE. It should be noted that the APE for USACE may be different from that of FHWA since the USACE APE only includes areas of USACE jurisdiction.

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**Project Description**

This undertaking is located along the I-405 corridor within the city limits of Kirkland and Bothell, Washington. The project extends from Milepost (MP) 21.79 to MP 27.06 of I-405. The undertaking is within Township 26N, Range 5E, Sections 4, 5, 8, and 9, and Township 27N, Range 5E, Sections 29, 30, 31, and 32.

The I-405, SR 522 Vicinity to SR 527 Express Toll Lanes Improvement Project (the Project) is the first phase for the long-term plans to add capacity on I-405 between SR 522 and I-5. The project will add one new express toll lane (ETL) in each direction of I-405 from south of SR 522 to SR 527. The additional lanes will be combined with existing ETL lanes to create a new dual lane express toll system in both directions.



The interchanges at SR 522 and SR 527 will be reconstructed to provide new direct access ramps and two inline transit stations (one in each direction) in the I-405 median. At the Sammamish River, this includes removal of two existing northbound bridges and constructing three new bridges to facilitate the direct access ramps.

At SR 527, the project will also reconfigure 17th Avenue SE and a portion of 220th Street SE to include a roundabout at the Canyon Park Park-and-Ride and bicycle and pedestrian improvements.

In addition to these interchange improvements, the project will address 8 fish passage barriers: Par Creek (MP 23.7); Stream 25.0L (MP 25.05); Stream 66 (MP 25.35); Stream 71-70 (MP 25.55, 2 barriers); North Fork Perry Creek (MP 26.45); and, Queensborough Creek (MP 26.9, 2 barriers). The project will also add new stormwater outfalls to the Sammamish River and the North Fork of Perry Creek.

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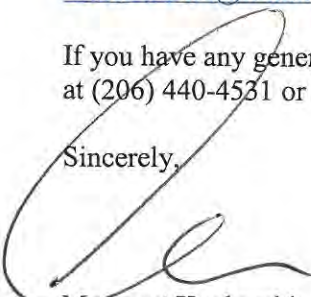
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Recognizing the government-to-government relationship that the Federal Highway Administration has with the Snoqualmie Tribe, FHWA will continue to play a key role in this project as the responsible federal agency.

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If you have any general questions about the Section 106 process, you may contact Steve Shipe by phone at (206) 440-4531 or by E-mail at [shipest@wsdot.wa.gov](mailto:shipest@wsdot.wa.gov).

Sincerely,



Margaret Kucharski  
ESO MegaProjects Environmental Manager

MK:ss  
Enclosures

cc: Project File  
The Honorable Robert de los Angeles, Chair, Snoqualmie Tribe, w/o attachments  
Adam Osbekoff, Cultural Resource Compliance Manager, Snoqualmie Tribe, w/ attachments  
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March 7, 2019

Adam Osbekoff, Cultural Resource Compliance Manager  
Snoqualmie Tribe  
P.O. Box 969  
Snoqualmie, WA 98065

**I-405, SR522 Vicinity to SR527 Express Toll Lanes Improvement Project**

Dear Mr. Osbekoff:

Pursuant to 36 CFR 800.3(f)(2), in accordance with the National Historic Preservation Act (NHPA) and its implementing regulations (36 CFR 800), the Washington State Department of Transportation (WSDOT), is initiating consultation with the Snoqualmie Tribe in regards to the I-405 SR 522 Vicinity to SR 527 Express Toll Lanes Improvement Project, located in King and Snohomish Counties, Washington, which FHWA has determined to be an undertaking pursuant to 36 CFR 800.3(a). On behalf of FHWA, WSDOT invites your comment on the Area of Potential Effects (APE) as defined below. Since WSDOT has been delegated the authority from FHWA to initiate consultation, we will directly manage the cultural resources studies as part of carrying out this undertaking; however, you may contact FHWA at any time for assistance with the process and/or the undertaking. On behalf of FHWA, WSDOT invites you to provide comments on the APE as defined below.

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**Project Description**

This undertaking is located along the I-405 corridor within the city limits of Kirkland and Bothell, Washington. The project extends from Milepost (MP) 21.79 to MP 27.06 of I-405. The undertaking is within Township 26N, Range 5E, Sections 4, 5, 8, and 9, and Township 27N, Range 5E, Sections 29, 30, 31, and 32.

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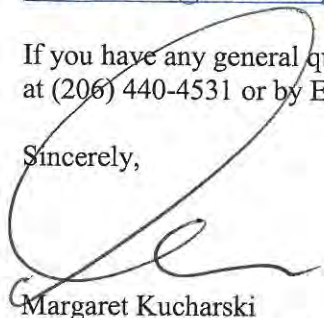
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Sincerely,



Margaret Kucharski  
ESO MegaProjects Environmental Manager

MK:ss

Enclosures

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March 7, 2019

The Honorable Shawn Yanity, Chair  
Stillaguamish Tribe  
P.O. Box 277  
Arlington, WA 98223

**I-405, SR522 Vicinity to SR527 Express Toll Lanes Improvement Project**

Dear Chairman Yanity:

Pursuant to 36 CFR 800.3(f)(2), in accordance with the National Historic Preservation Act (NHPA) and its implementing regulations (36 CFR 800), the Washington State Department of Transportation (WSDOT), is initiating consultation with the Stillaguamish Tribe in regards to the I-405 SR 522 Vicinity to SR 527 Express Toll Lanes Improvement Project, located in King and Snohomish Counties, Washington, which FHWA has determined to be an undertaking pursuant to 36 CFR 800.3(a). On behalf of FHWA, WSDOT invites your comment on the Area of Potential Effects (APE) as defined below. Since WSDOT has been delegated the authority from FHWA to initiate consultation, we will directly manage the cultural resources studies as part of carrying out this undertaking; however, you may contact FHWA at any time for assistance with the process and/or the undertaking. On behalf of FHWA, WSDOT invites you to provide comments on the APE as defined below.

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Sincerely,



Margaret Kucharski  
ESO MegaProjects Environmental Manager

MK:ss  
Enclosures

cc: Project File  
Kerry Lyste, Stillaguamish Tribe THPO, GIS Analyst, Database Administrator, w/ attachments  
Sam Barr, Stillaguamish Tribe Cultural Resources, w/ attachments  
Lindsey Handel, Federal Highway Administration, w/ attachments  
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March 7, 2019

Kerry Lyste, THPO, GIS Analyst, Database Administrator  
Stillaguamish Tribe  
P.O. Box 277  
Arlington, WA 98223

**I-405, SR522 Vicinity to SR527 Express Toll Lanes Improvement Project**

Dear Mr. Lyste:

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**Project Description**

This undertaking is located along the I-405 corridor within the city limits of Kirkland and Bothell, Washington. The project extends from Milepost (MP) 21.79 to MP 27.06 of I-405. The undertaking is within Township 26N, Range 5E, Sections 4, 5, 8, and 9, and Township 27N, Range 5E, Sections 29, 30, 31, and 32.

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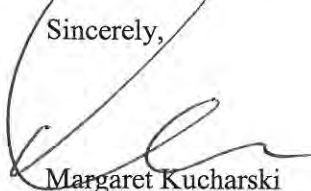
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Sincerely,



Margaret Kucharski  
ESO MegaProjects Environmental Manager

MK:ss  
Enclosures

cc: Project File  
The Honorable Shawn Yanity, Chair, Stillaguamish Tribe, w/o attachments  
Sam Barr, Stillaguamish Tribe Cultural Resources, w/ attachments  
Lindsey Handel, Federal Highway Administration, w/ attachments  
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**Washington State  
Department of Transportation**

**I-405/SR 167 Program Office**  
600-108th Avenue NE Ste. 405  
Bellevue, WA 98004  
425-456-8582  
TTY: 1-800-833-6388  
[www.wsdot.wa.gov](http://www.wsdot.wa.gov)

March 7, 2019

Sam Barr, Cultural Resources  
Stillaguamish Tribe  
P.O. Box 277  
Arlington, WA 98223

**I-405, SR522 Vicinity to SR527 Express Toll Lanes Improvement Project**

Dear Mr. Barr:

Pursuant to 36 CFR 800.3(f)(2), in accordance with the National Historic Preservation Act (NHPA) and its implementing regulations (36 CFR 800), the Washington State Department of Transportation (WSDOT), is initiating consultation with the Stillaguamish Tribe in regards to the I-405 SR 522 Vicinity to SR 527 Express Toll Lanes Improvement Project, located in King and Snohomish Counties, Washington, which FHWA has determined to be an undertaking pursuant to 36 CFR 800.3(a). On behalf of FHWA, WSDOT invites your comment on the Area of Potential Effects (APE) as defined below. Since WSDOT has been delegated the authority from FHWA to initiate consultation, we will directly manage the cultural resources studies as part of carrying out this undertaking; however, you may contact FHWA at any time for assistance with the process and/or the undertaking. On behalf of FHWA, WSDOT invites you to provide comments on the APE as defined below.

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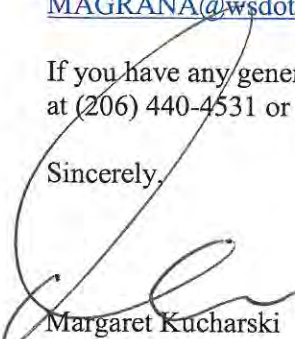
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Sincerely,



Margaret Kucharski  
ESO MegaProjects Environmental Manager

MK:ss

Enclosures

cc: Project File  
The Honorable Shawn Yanity, Chair, Stillaguamish Tribe, w/o attachments  
Kerry Lyste, Stillaguamish Tribe THPO, GIS Analyst, Database Administrator, w/ attachments  
Lindsey Handel, Federal Highway Administration, w/ attachments  
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March 7, 2019

The Honorable JoDe Goudy, Chair  
Yakama Nation  
P.O. Box 151  
Toppenish, WA 98948

**I-405, SR522 Vicinity to SR527 Express Toll Lanes Improvement Project**

Dear Chairman Goudy:

Pursuant to 36 CFR 800.3(f)(2), in accordance with the National Historic Preservation Act (NHPA) and its implementing regulations (36 CFR 800), the Washington State Department of Transportation (WSDOT), is initiating consultation with the Yakama Nation in regards to the I-405 SR 522 Vicinity to SR 527 Express Toll Lanes Improvement Project, located in King and Snohomish Counties, Washington, which FHWA has determined to be an undertaking pursuant to 36 CFR 800.3(a). On behalf of FHWA, WSDOT invites your comment on the Area of Potential Effects (APE) as defined below. Since WSDOT has been delegated the authority from FHWA to initiate consultation, we will directly manage the cultural resources studies as part of carrying out this undertaking; however, you may contact FHWA at any time for assistance with the process and/or the undertaking. On behalf of FHWA, WSDOT invites you to provide comments on the APE as defined below.

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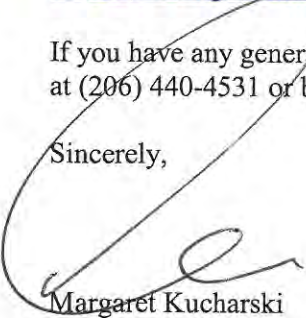
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Margaret Kucharski  
ESO MegaProjects Environmental Manager

MK:ss

Enclosures

cc: Project File  
Johnson Meninick, Yakama Nation Cultural Resources, w/attachments  
Elizabeth Sanchey, Environmental Management Program Manager, w/ attachments  
Jessica Lally, Yakama Nation Archaeologist, w/ attachments  
Brady Kent, Yakama Nation Water Quality Specialist, w/ attachments  
Lindsey Handel, Federal Highway Administration, w/ attachments  
Dennis Wardlaw, DAHP, w/o attachments  
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March 7, 2019

Johnson Meninick, Cultural Resources  
Yakama Nation  
P.O. Box 151  
Toppenish, WA 98948

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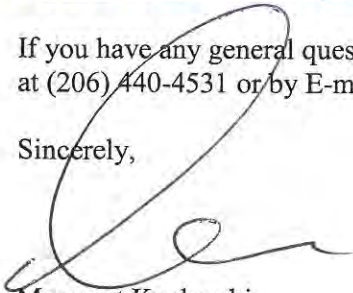
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Your response to this letter, acknowledging your interest in participating in this undertaking as a consulting party, in identifying any historic properties, including Traditional Cultural Properties (TCPs) that may exist within the project's Area of Potential Effects (APE), and providing any key tribal contacts, is greatly appreciated. We are also inviting comments regarding any other tribal concerns, such as fisheries and Treaty Rights, the proposed project may raise. Please provide a response by April 8<sup>th</sup> so that we may discuss this undertaking and any of those identified areas of interest. Should you have any questions about this project, you may contact April Magrane by phone at (206) 805-2866 or by E-mail at [MAGRANA@wsdot.wa.gov](mailto:MAGRANA@wsdot.wa.gov).

If you have any general questions about the Section 106 process, you may contact Steve Shipe by phone at (206) 440-4531 or by E-mail at [shipest@wsdot.wa.gov](mailto:shipest@wsdot.wa.gov).

Sincerely,



Margaret Kucharski  
ESO MegaProjects Environmental Manager

MK:ss

Enclosures

cc: Project File  
The Honorable JoDe Goudy, Chair, Yakama Nation, w/o attachments  
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March 7, 2019

Jessica Lally, Archaeologist  
Yakama Nation  
P.O. Box 151  
Toppenish, WA 98948

**I-405, SR522 Vicinity to SR527 Express Toll Lanes Improvement Project**

Dear Ms. Lally:

Pursuant to 36 CFR 800.3(f)(2), in accordance with the National Historic Preservation Act (NHPA) and its implementing regulations (36 CFR 800), the Washington State Department of Transportation (WSDOT), is initiating consultation with the Yakama Nation in regards to the I-405 SR 522 Vicinity to SR 527 Express Toll Lanes Improvement Project, located in King and Snohomish Counties, Washington, which FHWA has determined to be an undertaking pursuant to 36 CFR 800.3(a). On behalf of FHWA, WSDOT invites your comment on the Area of Potential Effects (APE) as defined below. Since WSDOT has been delegated the authority from FHWA to initiate consultation, we will directly manage the cultural resources studies as part of carrying out this undertaking; however, you may contact FHWA at any time for assistance with the process and/or the undertaking. On behalf of FHWA, WSDOT invites you to provide comments on the APE as defined below.

This undertaking will also require a permit from the United States Army Corps of Engineers (USACE). Pursuant to a Memorandum of Record from USACE dated November 6, 2008, USACE has designated FHWA to act on behalf of USACE to complete Section 106 of the National Historic Preservation Act. This Section 106 consultation will meet the obligations for both FHWA and USACE. It should be noted that the APE for USACE may be different from that of FHWA since the USACE APE only includes areas of USACE jurisdiction.

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**Project Description**

This undertaking is located along the I-405 corridor within the city limits of Kirkland and Bothell, Washington. The project extends from Milepost (MP) 21.79 to MP 27.06 of I-405. The undertaking is within Township 26N, Range 5E, Sections 4, 5, 8, and 9, and Township 27N, Range 5E, Sections 29, 30, 31, and 32.

The I-405, SR 522 Vicinity to SR 527 Express Toll Lanes Improvement Project (the Project) is the first phase for the long-term plans to add capacity on I-405 between SR 522 and I-5. The project will add one new express toll lane (ETL) in each direction of I-405 from south of SR 522 to SR 527. The additional lanes will be combined with existing ETL lanes to create a new dual lane express toll system in both directions.



The interchanges at SR 522 and SR 527 will be reconstructed to provide new direct access ramps and two inline transit stations (one in each direction) in the I-405 median. At the Sammamish River, this includes removal of two existing northbound bridges and constructing three new bridges to facilitate the direct access ramps.

At SR 527, the project will also reconfigure 17th Avenue SE and a portion of 220th Street SE to include a roundabout at the Canyon Park Park-and-Ride and bicycle and pedestrian improvements.

In addition to these interchange improvements, the project will address 8 fish passage barriers: Par Creek (MP 23.7); Stream 25.0L (MP 25.05); Stream 66 (MP 25.35); Stream 71-70 (MP 25.55, 2 barriers); North Fork Perry Creek (MP 26.45); and, Queensborough Creek (MP 26.9, 2 barriers). The project will also add new stormwater outfalls to the Sammamish River and the North Fork of Perry Creek.

#### **Definition of the Project Area of Potential Effects (APE)**

The project APE includes areas where archaeological resources may be encountered or disturbed and areas where historic structures, landscapes, and viewsheds may be directly or indirectly affected. Potential effects to archaeological sites are primarily anticipated where ground disturbance will occur during project construction. Historic structures may be directly affected by the above described construction activities, and may be indirectly affected by noise, vibration, or changes to the visual environment associated with the construction and implemented use of the proposed project.

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- 2) Historic properties located either one tax lot on each side of the affected rights-of-way or 200 feet from their margins, whichever is less.

Based upon a review of the DAHP WISAARD database and information contained in the previous cultural resources survey for the project, a majority of the APE has been previously surveyed. The level of intensity of the survey varied throughout the corridor and additional survey will be necessary to ensure that the locations of ground disturbance are tested to current standards and account for current project design. Following the protocol outlined in the *PA*, the archaeological potential zone maps and documentation will be used to guide the additional survey work.

Previously recorded archaeological sites are located within a half mile of the APE along the entire project corridor. These archaeological sites are: 45KI12 (Precontact lithic scatter); 45KI72 (Precontact Site); 45KI1130 (Historic building foundation); 45KI1345 (Historic Cairn); 45KI1191 (Bothell Pioneer Cemetery Historic Debris Scatter); 45KI1382 (Lithic isolate); 45KI757 (East Norway Hill Lithic Scatter); and, 45SN369 (Ross-Wegner Homestead Site). Of these, only 45KI1130 and 45KI757 are located within the APE, however 45KI1130 will not be directly affected by the current project design. A portion of 45KI757 is located within the limits of construction, however the site was determined not eligible in 2010 following data recovery efforts for the I-405, SR 520 to I-5 Improvement Project.

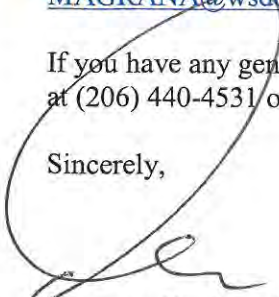
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Recognizing the government-to-government relationship that the Federal Highway Administration has with the Yakama Nation, FHWA will continue to play a key role in this project as the responsible federal agency.

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Sincerely,



Margaret Kucharski  
ESO MegaProjects Environmental Manager

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Enclosures

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March 7, 2019

Elizabeth Sanchey, Environmental Management Program Manager  
Yakama Nation  
P.O. Box 151  
Toppenish, WA 98948

**I-405, SR522 Vicinity to SR527 Express Toll Lanes Improvement Project**

Dear Ms. Sanchey:

Pursuant to 36 CFR 800.3(f)(2), in accordance with the National Historic Preservation Act (NHPA) and its implementing regulations (36 CFR 800), the Washington State Department of Transportation (WSDOT), is initiating consultation with the Yakama Nation in regards to the I-405 SR 522 Vicinity to SR 527 Express Toll Lanes Improvement Project, located in King and Snohomish Counties, Washington, which FHWA has determined to be an undertaking pursuant to 36 CFR 800.3(a). On behalf of FHWA, WSDOT invites your comment on the Area of Potential Effects (APE) as defined below. Since WSDOT has been delegated the authority from FHWA to initiate consultation, we will directly manage the cultural resources studies as part of carrying out this undertaking; however, you may contact FHWA at any time for assistance with the process and/or the undertaking. On behalf of FHWA, WSDOT invites you to provide comments on the APE as defined below.

This undertaking will also require a permit from the United States Army Corps of Engineers (USACE). Pursuant to a Memorandum of Record from USACE dated November 6, 2008, USACE has designated FHWA to act on behalf of USACE to complete Section 106 of the National Historic Preservation Act. This Section 106 consultation will meet the obligations for both FHWA and USACE. It should be noted that the APE for USACE may be different from that of FHWA since the USACE APE only includes areas of USACE jurisdiction.

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**Project Description**

This undertaking is located along the I-405 corridor within the city limits of Kirkland and Bothell, Washington. The project extends from Milepost (MP) 21.79 to MP 27.06 of I-405. The undertaking is within Township 26N, Range 5E, Sections 4, 5, 8, and 9, and Township 27N, Range 5E, Sections 29, 30, 31, and 32.

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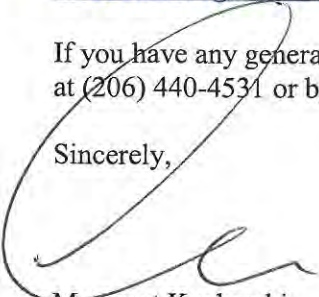
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Sincerely,



Margaret Kucharski  
ESO MegaProjects Environmental Manager

MK:ss

Enclosures

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March 7, 2019

Brady Kent, Water Quality Specialist  
Yakama Nation  
P.O. Box 151  
Toppenish, WA 98948

**I-405, SR522 Vicinity to SR527 Express Toll Lanes Improvement Project**

Dear Mr. Kent:

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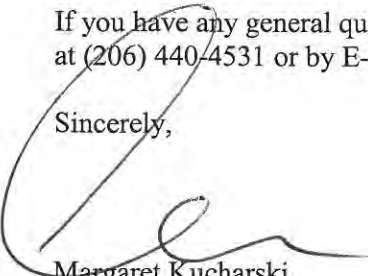
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Margaret Kucharski  
ESO MegaProjects Environmental Manager

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March 7, 2019

Phil LeTourneau, Archaeologist  
King County Historic Preservation Program  
201 S. Jackson St.  
Suite 700  
Seattle, WA 98104

**I-405, SR522 Vicinity to SR527 Express Toll Lanes Improvement Project**

Dear Mr. LeTourneau:

In accordance with the National Historic Preservation Act (NHPA) and its implementing regulations (36 CFR 800), the Washington State Department of Transportation (WSDOT), on behalf of the Federal Highway Administration (FHWA), is initiating consultation with King County for the I-405 SR 522 Vicinity to SR 527 Express Toll Lanes Improvement Project, located in King and Snohomish Counties, Washington, which FHWA has determined to be an undertaking pursuant to 36 CFR 800.3(a). On behalf of FHWA, WSDOT invites you to be a consulting party for this undertaking and provide comments on the APE as defined below.

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- 1) All areas where ground disturbance is planned, including but not limited to: clearing and grubbing, grading, bridge foundations, retaining walls, noise walls, detention ponds, conveyances, and ecology embankments, creation or enhancement of wetland mitigation sites, and staging and stockpiling areas; and,
- 2) Historic properties located either one tax lot on each side of the affected rights-of-way or 200 feet from their margins, whichever is less.

Based upon a review of the DAHP WISAARD database and information contained in the previous cultural resources survey for the project, a majority of the APE has been previously surveyed. The level of intensity of the survey varied throughout the corridor and additional survey will be necessary to ensure that the locations of ground disturbance are tested to current standards and account for current project design. Following the protocol outlined in the *PA*, the archaeological potential zone maps and documentation will be used to guide the additional survey work.

Previously recorded archaeological sites are located within a half mile of the APE along the entire project corridor. These archaeological sites are: 45KI12 (Precontact lithic scatter); 45KI72 (Precontact Site); 45KI1130 (Historic building foundation); 45KI1345 (Historic Cairn); 45KI1191 (Bothell Pioneer Cemetery Historic Debris Scatter); 45KI1382 (Lithic isolate); 45KI757 (East Norway Hill Lithic Scatter); and, 45SN369 (Ross-Wegner Homestead Site). Of these, only 45KI1130 and 45KI757 are located within the APE, however 45KI1130 will not be directly affected by the current project design. A portion of 45KI757 is located within the limits of construction, however the site was determined not eligible in 2010 following data recovery efforts for the I-405, SR 520 to I-5 Improvement Project.

The DAHP WISAARD database shows two eligible historic properties within a half mile of the APE, including the George Shaw Residence (11807 Bothell-Woodinville Rd) and the Dr.



Reuben Chase House (17819 113<sup>th</sup> Ave NE). Of these, only the Chase house is located within the APE.

Your response to this letter, acknowledging your interest in participating in this undertaking as a consulting party is greatly appreciated. Please provide a response by April 8<sup>th</sup> so that we may discuss this undertaking and any of those identified areas of interest. Should you have any questions about this project, you may contact April Magrane by phone at (206) 805-2866 or by E-mail at [MAGRANA@wsdot.wa.gov](mailto:MAGRANA@wsdot.wa.gov).

If you have any general questions about the Section 106 process, you may contact Steve Shipe by phone at (206) 440-4531 or by E-mail at [shipest@wsdot.wa.gov](mailto:shipest@wsdot.wa.gov).

Sincerely,



Margaret Kucharski  
ESO MegaProjects Environmental Manager

MK:ss

Enclosures

cc: Project File  
Todd Scott, Preservation Planner, King County, w/ attachments  
Lindsey Handel, Federal Highway Administration, w/ attachments  
Dennis Wardlaw, DAHP, w/o attachments  
Susan Buis, USACOE, w/o attachments  
Lisa Hodgson, WSDOT, I-405/SR167 Deputy Program Administrator, w/o attachments  
Cassandra Manetas, WSDOT ESO MegaProjects Cultural Resources Specialist, w/o attachments  
April Magrane, WSDOT ESO MegaProjects Biology Lead, w/o attachments



**Washington State  
Department of Transportation**

**I-405/SR 167 Program Office**  
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Bellevue, WA 98004

425-456-8582  
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[www.wsdot.wa.gov](http://www.wsdot.wa.gov)

March 7, 2019

Todd Scott, Preservation Planner/Architect  
King County Historic Preservation Program  
201 S. Jackson St.  
Suite 700  
Seattle, WA 98104

**I-405, SR522 Vicinity to SR527 Express Toll Lanes Improvement Project**

Dear Mr. Scott:

In accordance with the National Historic Preservation Act (NHPA) and its implementing regulations (36 CFR 800), the Washington State Department of Transportation (WSDOT), on behalf of the Federal Highway Administration (FHWA), is initiating consultation with King County for the I-405 SR 522 Vicinity to SR 527 Express Toll Lanes Improvement Project, located in King and Snohomish Counties, Washington, which FHWA has determined to be an undertaking pursuant to 36 CFR 800.3(a). On behalf of FHWA, WSDOT invites you to be a consulting party for this undertaking and provide comments on the APE as defined below.

This undertaking is subject to the *Programmatic Agreement Pursuant to Section 106 of the National Historic Preservation Act of 1966 (NHPA) among the Federal Highway Administration (FHWA), the Washington State Historic Preservation Officer (SHPO), the Washington State Department of Transportation (WSDOT), the Muckleshoot Indian Tribe, and the Snoqualmie Indian Tribe for Improvements to Interstate 405 (I-405) Corridor (PA)* executed on April 4, 2008.

**Project Description**

This undertaking is located along the I-405 corridor within the city limits of Kirkland and Bothell, Washington. The project extends from Milepost (MP) 21.79 to MP 27.06 of I-405. The undertaking is within Township 26N, Range 5E, Sections 4, 5, 8, and 9, and Township 27N, Range 5E, Sections 29, 30, 31, and 32.

The I-405, SR 522 Vicinity to SR 527 Express Toll Lanes Improvement Project (the Project) is the first phase for the long-term plans to add capacity on I-405 between SR 522 and I-5. The project will add one new express toll lane (ETL) in each direction of I-405 from south of SR 522 to SR 527. The additional lanes will be combined with existing ETL lanes to create a new dual lane express toll system in both directions.

The interchanges at SR 522 and SR 527 will be reconstructed to provide new direct access ramps and two inline transit stations (one in each direction) in the I-405 median. At the Sammamish River, this includes removal of two existing northbound bridges and constructing three new bridges to facilitate the direct access ramps.



At SR 527, the project will also reconfigure 17th Avenue SE and a portion of 220th Street SE to include a roundabout at the Canyon Park Park-and-Ride and bicycle and pedestrian improvements.

In addition to these interchange improvements, the project will address 8 fish passage barriers: Par Creek (MP 23.7); Stream 25.0L (MP 25.05); Stream 66 (MP 25.35); Stream 71-70 (MP 25.55, 2 barriers); North Fork Perry Creek (MP 26.45); and, Queensborough Creek (MP 26.9, 2 barriers). The project will also add new stormwater outfalls to the Sammamish River and the North Fork of Perry Creek.

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Sincerely,



Margaret Kucharski  
ESO MegaProjects Environmental Manager

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Enclosures

cc: Project File  
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March 7, 2019

Gretchen Kaehler, Snohomish County Archaeologist  
Snohomish County  
3000 Rockefeller Ave  
Everett, WA 98201

### **I-405, SR522 Vicinity to SR527 Express Toll Lanes Improvement Project**

Dear Ms. Kaehler:

In accordance with the National Historic Preservation Act (NHPA) and its implementing regulations (36 CFR 800), the Washington State Department of Transportation (WSDOT), on behalf of the Federal Highway Administration (FHWA), is initiating consultation with Snohomish County for the I-405 SR 522 Vicinity to SR 527 Express Toll Lanes Improvement Project, located in King and Snohomish Counties, Washington, which FHWA has determined to be an undertaking pursuant to 36 CFR 800.3(a). On behalf of FHWA, WSDOT invites you to be a consulting party for this undertaking and provide comments on the APE as defined below.

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#### **Project Description**

This undertaking is located along the I-405 corridor within the city limits of Kirkland and Bothell, Washington. The project extends from Milepost (MP) 21.79 to MP 27.06 of I-405. The undertaking is within Township 26N, Range 5E, Sections 4, 5, 8, and 9, and Township 27N, Range 5E, Sections 29, 30, 31, and 32.

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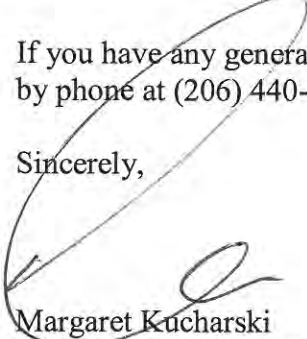


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Sincerely,



Margaret Kucharski  
ESO MegaProjects Environmental Manager

MK:ss  
Enclosures

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March 7, 2019

Sarah (Church) Desimone  
City of Bothell  
Landmark Preservation Board  
18415 101<sup>st</sup> Avenue NE  
Bothell, WA 98011

### **I-405, SR522 Vicinity to SR527 Express Toll Lanes Improvement Project**

Dear Ms. Desimone:

In accordance with the National Historic Preservation Act (NHPA) and its implementing regulations (36 CFR 800), the Washington State Department of Transportation (WSDOT), on behalf of the Federal Highway Administration (FHWA), is initiating consultation with the City of Bothell for the I-405 SR 522 Vicinity to SR 527 Express Toll Lanes Improvement Project, located in King and Snohomish Counties, Washington, which FHWA has determined to be an undertaking pursuant to 36 CFR 800.3(a). On behalf of FHWA, WSDOT invites you to be a consulting party for this undertaking and provide comments on the APE as defined below.

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The I-405, SR 522 Vicinity to SR 527 Express Toll Lanes Improvement Project (the Project) is the first phase for the long-term plans to add capacity on I-405 between SR 522 and I-5. The project will add one new express toll lane (ETL) in each direction of I-405 from south of SR 522 to SR 527. The additional lanes will be combined with existing ETL lanes to create a new dual lane express toll system in both directions.

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Based upon a review of the DAHP WISAARD database and information contained in the previous cultural resources survey for the project, a majority of the APE has been previously surveyed. The level of intensity of the survey varied throughout the corridor and additional survey will be necessary to ensure that the locations of ground disturbance are tested to current standards and account for current project design. Following the protocol outlined in the *PA*, the archaeological potential zone maps and documentation will be used to guide the additional survey work.

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Margaret Kucharski  
ESO MegaProjects Environmental Manager

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March 7, 2019

Bothell Historical Society  
9919 NE 180<sup>th</sup> St.  
Bothell, WA 98011

**I-405, SR522 Vicinity to SR527 Express Toll Lanes Improvement Project**

To Whom It May Concern:

In accordance with the National Historic Preservation Act (NHPA) and its implementing regulations (36 CFR 800), the Washington State Department of Transportation (WSDOT), on behalf of the Federal Highway Administration (FHWA), is initiating consultation with the Bothell Historical Society for the I-405 SR 522 Vicinity to SR 527 Express Toll Lanes Improvement Project, located in King and Snohomish Counties, Washington, which FHWA has determined to be an undertaking pursuant to 36 CFR 800.3(a). On behalf of FHWA, WSDOT invites you to be a consulting party for this undertaking and provide comments on the APE as defined below.

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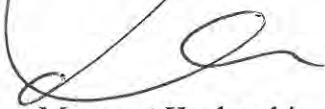


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Lisa Hodgson, WSDOT, I-405/SR167 Deputy Program Administrator, w/o attachments  
Cassandra Manetas, WSDOT ESO MegaProjects Cultural Resources Specialist, w/o attachments  
April Magrane, WSDOT ESO MegaProjects Biology Lead, w/o attachments



Allyson Brooks Ph.D., Director  
State Historic Preservation Officer

March 11, 2019

Mrs. Cassandra Manetas  
Cultural Resources Specialist  
WA State Dept. of Transportation  
999 Third Ave, Suite 2300  
Seattle, WA.

In future correspondence please refer to:  
Project Tracking Code: 2019-03-01701  
Property: I-405\_ SR 522 Vicinity to SR 527 Express Toll Lanes Project  
Re: Archaeology - APE Concur

Dear Mrs. Manetas:

Thank you for contacting the State Historic Preservation Officer (SHPO) and Department of Archaeology and Historic Preservation (DAHP) regarding the above referenced project. In response, we have reviewed your description and map of the area of potential effect (APE).

We concur with your definition of the APE. Please provide us with your survey methodology before proceeding with any inventories. Along with the results of the inventory we will need to review your consultation with the concerned tribes, and other interested/affected parties. Please provide any correspondence or comments from concerned tribes and/or other parties that you receive as you consult under the requirements of 36 CFR 800.4(a)(4).

These comments are based on the information available at the time of this review and on behalf of the SHPO in conformance with Section 106 of the National Historic Preservation Act and its implementing regulations 36 CFR 800. Should additional information about the project become available, our assessment may be revised.

Thank you for the opportunity to review and comment. Please ensure that the DAHP Project Number (a.k.a. Project Tracking Code) is shared with any hired cultural resource consultants and is attached to any communications or submitted reports. If you have any questions, please feel free to contact me.

Sincerely,

A handwritten signature in blue ink, appearing to read 'D. Wardlaw'.

Dennis Wardlaw  
Transportation Archaeologist  
(360) 586-3085  
dennis.wardlaw@dahp.wa.gov







**Tribal Historic Preservation Office**  
**5318 Chief Brown Lane**  
**Darrington, Washington 98241-9420**

**(360) 436-0131**  
**Fax (360) 436-1511**

April 1, 2019

Steve Shipe  
WSDOT NW Region Environmental Policy and Tribal Lead  
15700 Dayton Avenue North  
P.O. Box 330310  
Seattle, WA 98133-9710

Re: I-405 SR522 to SR527 Express Toll Lane

Dear Steve Shipe,

Thank you for your notification dated March 07, 2019 regarding Express Toll Lane along I-405 by SR522 and SR527 .

We are in receipt of your documents for the above-mentioned project. Based upon the information you have provided to us, we have evaluated the project area and reviewed the potential project impacts. As a result, we have no additional comments on this specific project. Due to the proposed project location, we would like to defer to the following affiliated tribes for any additional recommendations:

Snoqualmie Tribe  
Suquamish Tribe  
Tulalip Tribes

Thank you for your time and communication. We looked forward to continued cooperation with you and your agency. Should you have any further questions or should you need to get a hold of us, please feel free to contact us at our office telephone: (360) 436-2218, or by email at [kjoseph@sauk-suiattle.com](mailto:kjoseph@sauk-suiattle.com) and [afrey@sauk-suiattle.com](mailto:afrey@sauk-suiattle.com).

Sincerely,

Kevin Joseph  
Tribal Historic Preservation Officer  
Sauc-Suiattle Indian Tribe

Alex Frey  
Tribal Archaeologist  
Sauc-Suiattle Indian Tribe



October 15, 2019

Dr. Allyson Brooks, SHPO  
Department of Archaeology and Historic Preservation (DAHP)  
P.O. Box 48343  
Olympia, WA 98504-8343

**Property: I-405, SR 522 Vicinity to SR 527 Express Toll Lanes Improvement Project**

**DAHP log: 2019-03-01701**

**Re: Request for Comment on Revised Area of Potential Effects**

Dear Dr. Brooks:

Pursuant to the *Programmatic Agreement Pursuant to Section 106 of the National Historic Preservation Act of 1966 (NHPA) among the Federal Highway Administration (FHWA), the Washington State Historic Preservation Officer (SHPO), the Washington State Department of Transportation (WSDOT), the Muckleshoot Indian Tribe, and the Snoqualmie Indian Tribe for Improvements to Interstate 405 (I-405) Corridor (PA)* executed on April 4, 2008, WSDOT, on behalf of FHWA, is continuing consultation with your office in regards to the I-405 – SR 522 Vicinity to SR 527 Express Toll Lanes Improvement Project.

As you may recall, WSDOT consulted with your office while establishing the project's Area of Potential Effects (APE) earlier this year. WSDOT is in the process of developing a technical report that identifies historic properties within the APE using the previously agreed to methodology, however the project team has since identified two new areas that need to be incorporated into the project's Limits of Construction (LoC) and APE. This letter is intended to document the expanded footprint and invite you to comment on the attached graphics and proposed approach for documentation.

Please provide any comments by November 14, 2019.

### **Expanded APE Footprint**

Consistent with the original APE for the project, the expanded APE includes areas where archaeological resources may be encountered or disturbed and areas where historic structures, landscapes, and viewsheds may be directly or indirectly affected. Potential effects to archaeological sites are primarily anticipated where ground disturbance will occur during project construction. Historic structures may be directly affected by the above described construction activities, and may be indirectly affected by noise, vibration, or changes to the visual environment associated with the construction and implemented use of the proposed project.

The APE for this project is defined by the PA as follows:

- All areas where ground disturbance is planned, including but not limited to: clearing and grubbing, grading, bridge foundations, retaining walls, noise walls, detention ponds, conveyances, and ecology embankments, creation or enhancement of wetland mitigation sites, and staging and stockpiling areas; and,



- Historic properties located either one tax lot on each side of the affected rights-of-way or 200 feet from their margins, whichever is less.

WSDOT has identified two areas where new project activities are proposed outside of the existing APE.

- 1) As shown in Attachment 1, the APE has been expanded along the SR 522 mainline east of the interchange with I-405. This expansion is required in order to construct a sign bridge and to do some shallow shoulder paving to construct a maintenance pullout, as shown in Attachment 2. Ground disturbance for the sign bridge is expected to include two posts up to 5 feet in diameter that will be excavated up to 20 feet below current ground surface. The closest portion of the existing APE to this new area was previously classified by Bundy (2009) as a fill zone, with fill documented up to 10 feet below surface overlying Holocene alluvial deposits. The forthcoming technical report for the SR 522 to 527 project did not identify any cultural resources in the areas adjacent to the SR 522 interchange, but recommends archaeological monitoring during construction given the depth of Holocene deposits and high probability of encountering archaeological material near the Sammamish River. Given the close proximity to previously tested areas and the limited scope of the activities within this expanded footprint, WSDOT intends to extend this monitoring commitment to the expanded APE.
- 2) As shown in Attachment 1, a second area along the APE requires expansion to include a wetland on the east side of I-405 needed to construct a stream channel to connect to a new fish passable culvert for Stream 25.0L (MP 25.05) to North Creek on the east side of the parcel. Portions of this fish passage within the right-of-way and west of I-405 were tested as part of the SR 522 to 527 technical report, however this new area has not yet been tested and ground disturbance is anticipated up to 10 feet below current ground surface. WSDOT shall develop a supplemental report to identify historic properties within this expanded footprint using similar testing methodology outlined in the guidelines attached to the I-405 PA and included in the Project's survey plan shared with your office earlier this year

Should you require additional information or have any questions please contact me at 206.805.2895, or by email at [manetac@wsdot.wa.gov](mailto:manetac@wsdot.wa.gov). Thank you for your consultation on this project.

Sincerely,

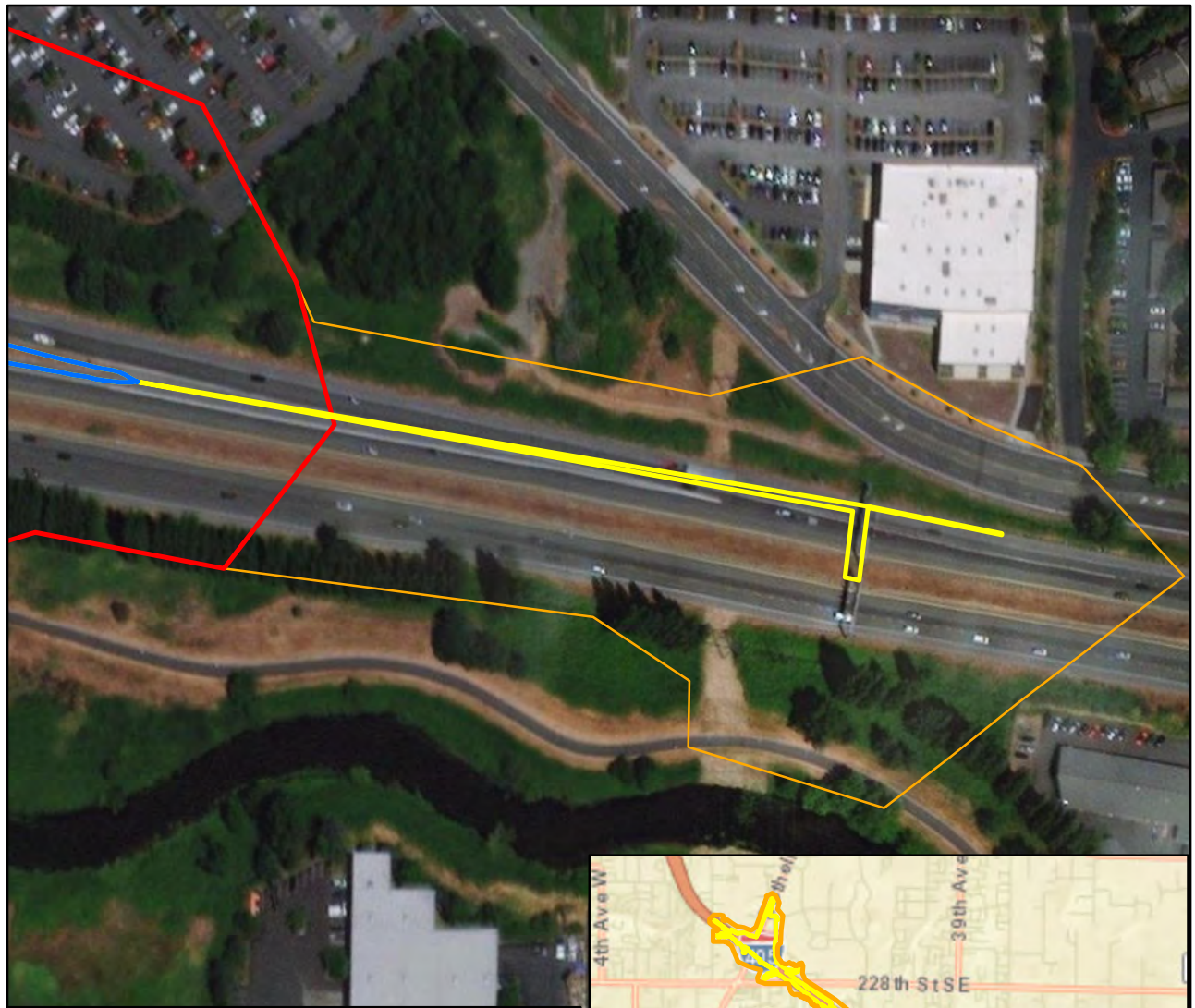


Cassandra Manetas, M.A.

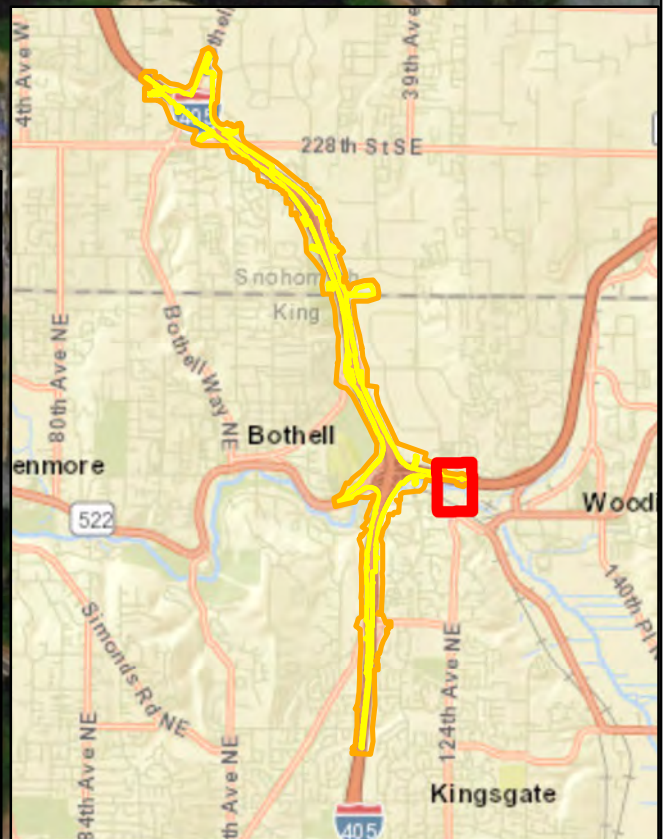
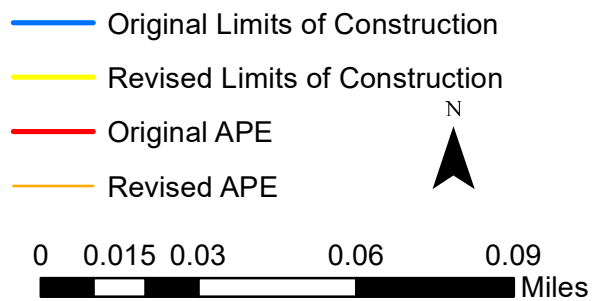
Cultural Resources Specialist, WSDOT ESO MegaProjects

Cc: Dennis Wardlaw, DAHP  
Lindsey Handel, FHWA, Urban Area Engineer  
Lisa Hodgson, WSDOT, I-405/SR167 Deputy Program Administrator  
Project File

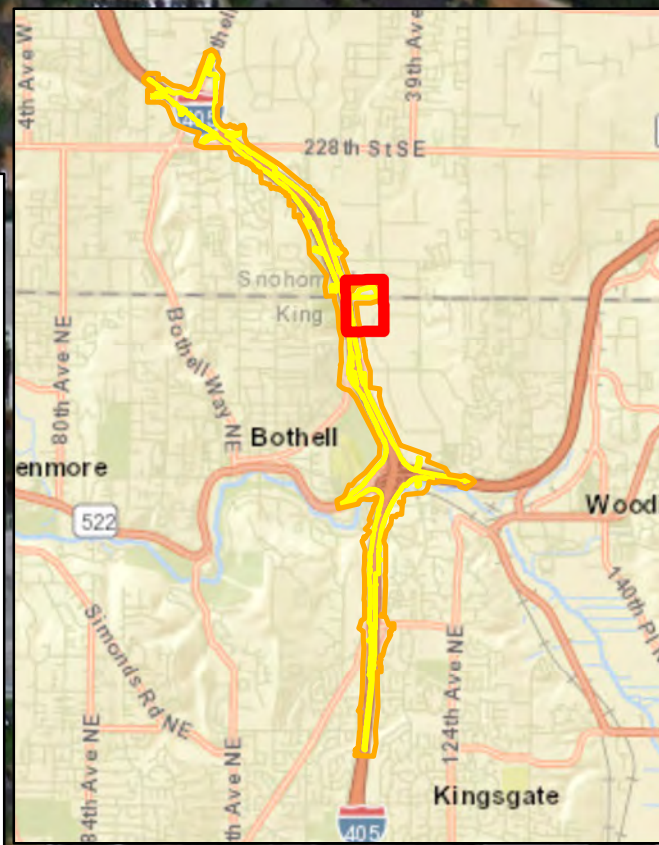
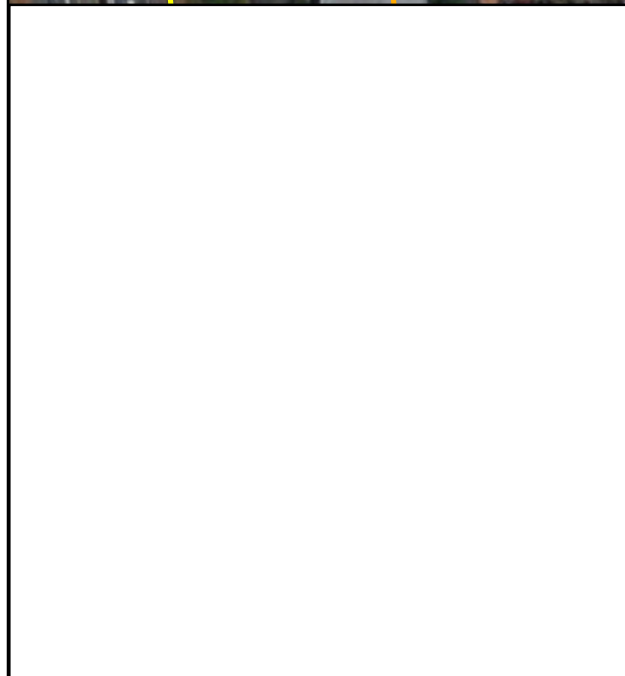
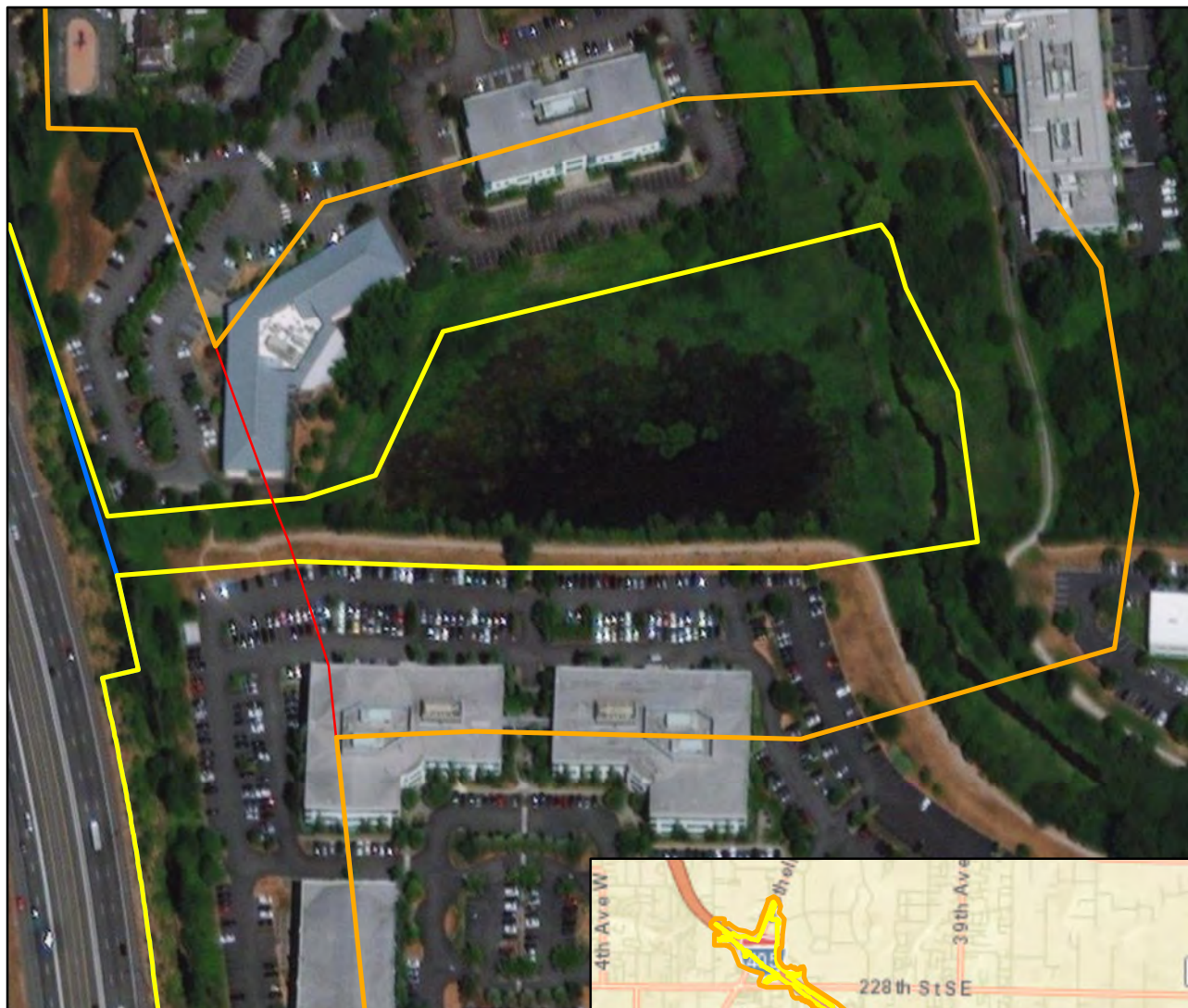
Atts: I-405 – SR 522 Vicinity to SR 527 Express Toll Lanes Improvements Project Revised Area of Potential Effect (APE) Map  
Revised I-405 – SR 522 SR 522 Vicinity to SR 527 Express Toll Lanes Improvement Project Elements Map at SR 522



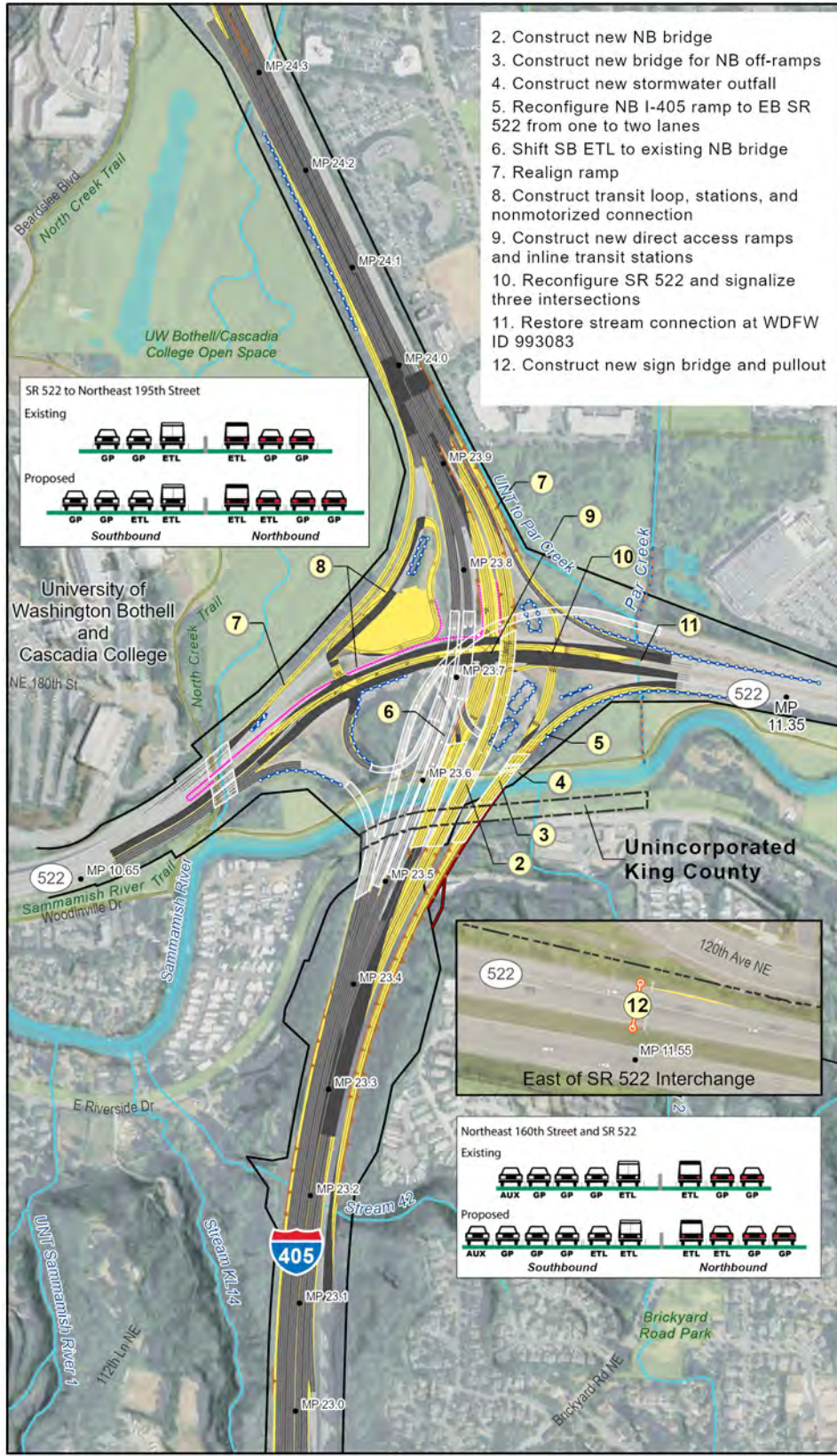
# **Area of Potential Effects I-405, SR 522 Vicinity to SR 527 Express Toll Lanes Improvements Project**





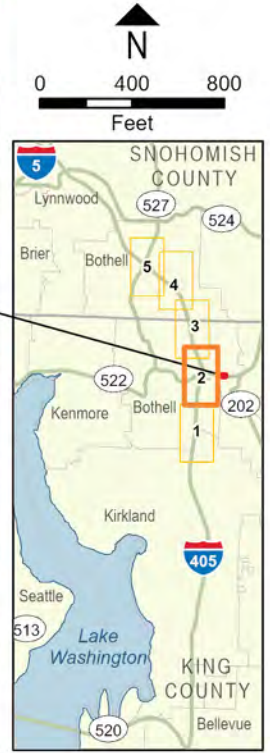






- Legend**
- Milepost
  - Existing WSDOT
  - Right of Way
  - Drainage
  - Stream
  - Trail
  - Bridge
  - Municipal
  - Boundary
  - Park / Open Space

- Proposed Features**
- Pavement Marking
  - Right of Way
  - Retaining Wall
  - Stream
  - Realignment
  - Stormwater Treatment
  - Additional Pavement
  - Detention Pond
  - Nonmotorized Connection
  - Pavement Rebuild
  - Pavement Resurfacing





Allyson Brooks Ph.D., Director  
State Historic Preservation Officer

October 16, 2019

Mrs. Cassandra Manetas  
Cultural Resources Specialist  
WA State Dept. of Transportation  
999 Third Ave, Suite 2300  
Seattle, WA. 98104

In future correspondence please refer to:  
Project Tracking Code: 2019-03-01701  
Property: I-405\_ SR 522 Vicinity to SR 527 Express Toll Lanes Project  
Re: Revised APE Concur

Dear Mrs. Manetas:

Thank you for contacting the State Historic Preservation Officer (SHPO) and Department of Archaeology and Historic Preservation (DAHP) regarding the above referenced project. In response, we have reviewed your description and map of the revised area of potential effect (APE).

We concur with your definition of the revised APE. Please provide us with your survey methodology before proceeding with any inventories. Along with the results of the inventory we will need to review your consultation with the concerned tribes, and other interested/affected parties. Please provide any correspondence or comments from concerned tribes and/or other parties that you receive as you consult under the requirements of 36 CFR 800.4(a)(4).

These comments are based on the information available at the time of this review and on behalf of the SHPO in conformance with Section 106 of the National Historic Preservation Act and its implementing regulations 36 CFR 800. Should additional information about the project become available, our assessment may be revised.

Thank you for the opportunity to review and comment. If you have any questions, please feel free to contact me.

Sincerely,

A handwritten signature in blue ink, appearing to read 'D. Wardlaw'.

Dennis Wardlaw  
Transportation Archaeologist  
(360) 586-3085  
dennis.wardlaw@dahp.wa.gov





October 16, 2019

The Honorable Cecile Hansen, Chair  
Duwamish Tribe  
4705 W Marginal Way SW  
Seattle, WA 98106

### **I-405, SR 522 Vicinity to SR 527 Express Toll Lanes Improvement Project**

Dear Chairwoman Hansen:

Pursuant to the *Programmatic Agreement Pursuant to Section 106 of the National Historic Preservation Act of 1966 (NHPA) among the Federal Highway Administration (FHWA), the Washington State Historic Preservation Officer (SHPO), the Washington State Department of Transportation (WSDOT), the Muckleshoot Indian Tribe, and the Snoqualmie Indian Tribe for Improvements to Interstate 405 (I-405) Corridor (PA)* executed on April 4, 2008, WSDOT, on behalf of FHWA, is continuing consultation with the Duwamish Tribe in regards to the I-405 – SR 522 Vicinity to SR 527 Express Toll Lanes Improvement Project.

As you may recall, WSDOT consulted with your tribe while establishing the project's Area of Potential Effects (APE) earlier this year. WSDOT is in the process of developing a technical report that identifies historic properties within the APE using the previously agreed to methodology, however the project team has since identified two new areas that need to be incorporated into the project's Limits of Construction (LoC) and APE. This letter is intended to document the expanded footprint and invite you to comment on the attached graphics and proposed approach for documentation.

#### **Expanded APE Footprint**

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The APE for this project is defined by the PA as follows:

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- Historic properties located either one tax lot on each side of the affected rights-of-way or 200 feet from their margins, whichever is less.

WSDOT has identified two areas where new project activities are proposed outside of the existing APE.

- 1) As shown in Attachment 1, the APE has been expanded along the SR 522 mainline east of the interchange with I-405. This expansion is required in order to construct a sign bridge and to do some shallow shoulder paving to construct a maintenance pullout, as shown in Attachment 2. Ground disturbance for the sign bridge is expected to include two posts up to 5 feet in diameter that will be excavated up to 20 feet below current ground surface. The closest portion of the existing APE to this new area was previously classified by Bundy (2009) as a fill zone, with fill documented up to 10 feet below surface overlying Holocene alluvial deposits. The forthcoming technical report for the SR 522 to 527 project did not identify any cultural resources in the areas adjacent to the SR 522 interchange, but recommends archaeological monitoring during construction given the depth of Holocene deposits and high probability of encountering archaeological material near the Sammamish River. Given the close proximity to previously tested areas and the limited scope of the activities within this expanded footprint, WSDOT intends to extend this monitoring commitment to the expanded APE.
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We respectfully request any comments you may have on the revised limits of construction and APE, or information you may care to provide or comment on related to the identified parcels, by no later than **November 15, 2019**.

Should you require additional information or have any questions please contact our Cultural Resources Specialist at 206.805.2895, or by email at [manetac@wsdot.wa.gov](mailto:manetac@wsdot.wa.gov). Thank you for your consultation on this project.

Sincerely,



Margaret Kucharski  
ESO MegaPrograms Environmental Manager

Cc: Lindsey Handel, FHWA, Urban Area Engineer  
Lisa Hodgson, WSDOT, I-405/SR167 Deputy Program Administrator  
Project File

Atts: I-405 – SR 522 Vicinity to SR 527 Express Toll Lanes Improvements Project Revised Area of Potential Effect (APE) Map  
Revised I-405 – SR 522 SR 522 Vicinity to SR 527 Express Toll Lanes Improvement Project Elements Map at SR 522





October 16, 2019

The Honorable Robert de los Angeles, Chair  
Snoqualmie Tribe  
P.O. Box 969  
Snoqualmie, WA 98065

**I-405, SR 522 Vicinity to SR 527 Express Toll Lanes Improvement Project**

Dear Chairman de los Angeles:

Pursuant to the *Programmatic Agreement Pursuant to Section 106 of the National Historic Preservation Act of 1966 (NHPA) among the Federal Highway Administration (FHWA), the Washington State Historic Preservation Officer (SHPO), the Washington State Department of Transportation (WSDOT), the Muckleshoot Indian Tribe, and the Snoqualmie Indian Tribe for Improvements to Interstate 405 (I-405) Corridor (PA)* executed on April 4, 2008, WSDOT, on behalf of FHWA, is continuing consultation with the Snoqualmie tribe in regards to the I-405 – SR 522 Vicinity to SR 527 Express Toll Lanes Improvement Project.

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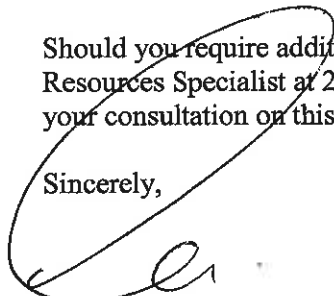
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Should you require additional information or have any questions please contact our Cultural Resources Specialist at 206.805.2895, or by email at [manetac@wsdot.wa.gov](mailto:manetac@wsdot.wa.gov). Thank you for your consultation on this project.

Sincerely,



Margaret Kucharski  
ESO MegaPrograms Environmental Manager

Cc: Steven Mullen-Moses, Dir. Archaeology & Historic Preservation, Snoqualmie Tribe  
Adam Osbekoff, Cultural Resource Compliance Manager, Snoqualmie Tribe  
Lindsey Handel, FHWA, Urban Area Engineer  
Lisa Hodgson, WSDOT, I-405/SR167 Deputy Program Administrator  
Steve Shiye, WSDOT, Northwest Region Tribal Liaison  
Project File

Atts: I-405 – SR 522 Vicinity to SR 527 Express Toll Lanes Improvements Project Revised Area of Potential Effect (APE) Map  
Revised I-405 – SR 522 SR 522 Vicinity to SR 527 Express Toll Lanes Improvement Project Elements Map at SR 522





October 16, 2019

The Honorable Shawn Yanity, Chair  
Stillaguamish Tribe  
P.O. Box 277  
Arlington, WA 98223

**I-405, SR 522 Vicinity to SR 527 Express Toll Lanes Improvement Project**

Dear Chairman Yanity:

Pursuant to the *Programmatic Agreement Pursuant to Section 106 of the National Historic Preservation Act of 1966 (NHPA) among the Federal Highway Administration (FHWA), the Washington State Historic Preservation Officer (SHPO), the Washington State Department of Transportation (WSDOT), the Muckleshoot Indian Tribe, and the Snoqualmie Indian Tribe for Improvements to Interstate 405 (I-405) Corridor (PA)* executed on April 4, 2008, WSDOT, on behalf of FHWA, is continuing consultation with the Stillaguamish tribe in regards to the I-405 – SR 522 Vicinity to SR 527 Express Toll Lanes Improvement Project.

As you may recall, WSDOT consulted with your tribe while establishing the project's Area of Potential Effects (APE) earlier this year. WSDOT is in the process of developing a technical report that identifies historic properties within the APE using the previously agreed to methodology, however the project team has since identified two new areas that need to be incorporated into the project's Limits of Construction (LoC) and APE. This letter is intended to document the expanded footprint and invite you to comment on the attached graphics and proposed approach for documentation.

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Sincerely,



Margaret Kucharski  
ESO MegaPrograms Environmental Manager

Cc: Kerry Lyste, Stillaguamish Tribe THPO  
Sam Barr, Stillaguamish Tribe Cultural Resources  
Lindsey Handel, FHWA, Urban Area Engineer  
Lisa Hodgson, WSDOT, I-405/SR167 Deputy Program Administrator  
Project File

Atts: I-405 – SR 522 Vicinity to SR 527 Express Toll Lanes Improvements Project Revised Area of Potential Effect (APE) Map  
Revised I-405 – SR 522 SR 522 Vicinity to SR 527 Express Toll Lanes Improvement Project Elements Map at SR 522

October 16, 2019

The Honorable Jaison Elkins, Chair  
Muckleshoot Tribe  
39015 172nd Ave. SE  
Auburn, WA 98092

### **I-405, SR 522 Vicinity to SR 527 Express Toll Lanes Improvement Project**

Dear Chairman Elkins:

Pursuant to the *Programmatic Agreement Pursuant to Section 106 of the National Historic Preservation Act of 1966 (NHPA) among the Federal Highway Administration (FHWA), the Washington State Historic Preservation Officer (SHPO), the Washington State Department of Transportation (WSDOT), the Muckleshoot Indian Tribe, and the Snoqualmie Indian Tribe for Improvements to Interstate 405 (I-405) Corridor (PA)* executed on April 4, 2008, WSDOT, on behalf of FHWA, is continuing consultation with the Muckleshoot Tribe in regards to the I-405 – SR 522 Vicinity to SR 527 Express Toll Lanes Improvement Project.

As you may recall, WSDOT consulted with your tribe while establishing the project's Area of Potential Effects (APE) earlier this year. WSDOT is in the process of developing a technical report that identifies historic properties within the APE using the previously agreed to methodology, however the project team has since identified two new areas that need to be incorporated into the project's Limits of Construction (LoC) and APE. This letter is intended to document the expanded footprint and invite you to comment on the attached graphics and proposed approach for documentation.

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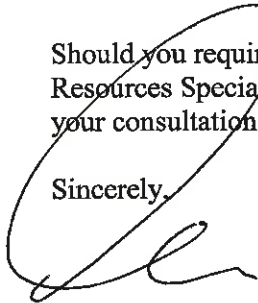


- 1) As shown in Attachment 1, the APE has been expanded along the SR 522 mainline east of the interchange with I-405. This expansion is required in order to construct a sign bridge and to do some shallow shoulder paving to construct a maintenance pullout, as shown in Attachment 2. Ground disturbance for the sign bridge is expected to include two posts up to 5 feet in diameter that will be excavated up to 20 feet below current ground surface. The closest portion of the existing APE to this new area was previously classified by Bundy (2009) as a fill zone, with fill documented up to 10 feet below surface overlying Holocene alluvial deposits. The forthcoming technical report for the SR 522 to 527 project did not identify any cultural resources in the areas adjacent to the SR 522 interchange, but recommends archaeological monitoring during construction given the depth of Holocene deposits and high probability of encountering archaeological material near the Sammamish River. Given the close proximity to previously tested areas and the limited scope of the activities within this expanded footprint, WSDOT intends to extend this monitoring commitment to the expanded APE.
- 2) As shown in Attachments 1, a second area along the APE requires expansion to include a wetland on the east side of I-405 needed to construct a stream channel to connect to a new fish passable culvert for Stream 25.0L (MP 25.05) to North Creek on the east side of the parcel. Portions of this fish passage within the right-of-way and west of I-405 were tested as part of the SR 522 to 527 technical report, however this new area has not yet been tested and ground disturbance is anticipated up to 10 feet below current ground surface. WSDOT shall develop a supplemental report to identify historic properties within this expanded footprint using similar testing methodology outlined in the guidelines attached to the I-405 PA and included in the Project's survey plan shared with you earlier this year

We respectfully request any comments you may have on the revised limits of construction and APE, or information you may care to provide or comment on related to the identified parcels, by no later than **November 15, 2019**.

Should you require additional information or have any questions please contact our Cultural Resources Specialist at 206.805.2895, or by email at [manetac@wsdot.wa.gov](mailto:manetac@wsdot.wa.gov). Thank you for your consultation on this project.

Sincerely,



Margaret Kucharski  
ESO MegaPrograms Environmental Manager

Cc: Laura Murphy, Muckleshoot Tribal Archaeologist  
Lindsey Handel, FHWA, Urban Area Engineer  
Lisa Hodgson, WSDOT, I-405/SR167 Deputy Program Administrator  
Project File

Atts: I-405 – SR 522 Vicinity to SR 527 Express Toll Lanes Improvements Project Revised Area of Potential Effect (APE) Map  
Revised I-405 – SR 522 SR 522 Vicinity to SR 527 Express Toll Lanes Improvement Project Elements Map at SR 522



October 16, 2019

The Honorable JoDe Goudy, Chair  
Yakama Nation  
P.O. Box 151  
Toppenish, WA 98948

**I-405, SR 522 Vicinity to SR 527 Express Toll Lanes Improvement Project**

Dear Chairman Goudy:

Pursuant to the *Programmatic Agreement Pursuant to Section 106 of the National Historic Preservation Act of 1966 (NHPA) among the Federal Highway Administration (FHWA), the Washington State Historic Preservation Officer (SHPO), the Washington State Department of Transportation (WSDOT), the Muckleshoot Indian Tribe, and the Snoqualmie Indian Tribe for Improvements to Interstate 405 (I-405) Corridor (PA)* executed on April 4, 2008, WSDOT, on behalf of FHWA, is continuing consultation with the Yakama Nation in regards to the I-405 – SR 522 Vicinity to SR 527 Express Toll Lanes Improvement Project.

As you may recall, WSDOT consulted with your tribe while establishing the project's Area of Potential Effects (APE) earlier this year. WSDOT is in the process of developing a technical report that identifies historic properties within the APE using the previously agreed to methodology, however the project team has since identified two new areas that need to be incorporated into the project's Limits of Construction (LoC) and APE. This letter is intended to document the expanded footprint and invite you to comment on the attached graphics and proposed approach for documentation.

**Expanded APE Footprint**

Consistent with the original APE for the project, the expanded APE includes areas where archaeological resources may be encountered or disturbed and areas where historic structures, landscapes, and viewsheds may be directly or indirectly affected. Potential effects to archaeological sites are primarily anticipated where ground disturbance will occur during project construction. Historic structures may be directly affected by the above described construction activities, and may be indirectly affected by noise, vibration, or changes to the visual environment associated with the construction and implemented use of the proposed project.

The APE for this project is defined by the PA as follows:

- All areas where ground disturbance is planned, including but not limited to: clearing and grubbing, grading, bridge foundations, retaining walls, noise walls, detention ponds, conveyances, and ecology embankments, creation or enhancement of wetland mitigation sites, and staging and stockpiling areas; and,
- Historic properties located either one tax lot on each side of the affected rights-of-way or 200 feet from their margins, whichever is less.

WSDOT has identified two areas where new project activities are proposed outside of the existing APE.

- 1) As shown in Attachment 1, the APE has been expanded along the SR 522 mainline east of the interchange with I-405. This expansion is required in order to construct a sign bridge and to do some shallow shoulder paving to construct a maintenance pullout, as shown in Attachment 2. Ground disturbance for the sign bridge is expected to include two posts up to 5 feet in diameter that will be excavated up to 20 feet below current ground surface. The closest portion of the existing APE to this new area was previously classified by Bundy (2009) as a fill zone, with fill documented up to 10 feet below surface overlying Holocene alluvial deposits. The forthcoming technical report for the SR 522 to 527 project did not identify any cultural resources in the areas adjacent to the SR 522 interchange, but recommends archaeological monitoring during construction given the depth of Holocene deposits and high probability of encountering archaeological material near the Sammamish River. Given the close proximity to previously tested areas and the limited scope of the activities within this expanded footprint, WSDOT intends to extend this monitoring commitment to the expanded APE.
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Sincerely,



Margaret Kucharski  
ESO MegaPrograms Environmental Manager

Cc: Johnson Meninick, Yakama Nation Cultural Resources  
Jessica Lally, Yakama Nation Archaeologist  
Lindsey Handel, FHWA, Urban Area Engineer  
Lisa Hodgson, WSDOT, I-405/SR167 Deputy Program Administrator  
Steve Shipe, WSDOT, Northwest Region Tribal Liaison  
Project File

Atts: I-405 – SR 522 Vicinity to SR 527 Express Toll Lanes Improvements Project Revised Area of Potential Effect (APE) Map  
Revised I-405 – SR 522 SR 522 Vicinity to SR 527 Express Toll Lanes Improvement Project Elements Map at SR 522





October 16, 2019

Gretchen Kaehler, Snohomish County Archaeologist  
Snohomish County  
3000 Rockefeller Ave  
Everett, WA 98201

**I-405, SR 522 Vicinity to SR 527 Express Toll Lanes Improvement Project**  
**Re: Request for Comment on Revised Area of Potential Effects**

Dear Ms. Kaehler:

Pursuant to the *Programmatic Agreement Pursuant to Section 106 of the National Historic Preservation Act of 1966 (NHPA) among the Federal Highway Administration (FHWA), the Washington State Historic Preservation Officer (SHPO), the Washington State Department of Transportation (WSDOT), the Muckleshoot Indian Tribe, and the Snoqualmie Indian Tribe for Improvements to Interstate 405 (I-405) Corridor (PA)* executed on April 4, 2008, WSDOT, on behalf of FHWA, is continuing consultation with your office in regards to the I-405 – SR 522 Vicinity to SR 527 Express Toll Lanes Improvement Project.

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Sincerely,



Cassandra Manetas, M.A.  
Cultural Resources Specialist, WSDOT ESO MegaPrograms

Cc: Dennis Wardlaw, DAHP  
Lindsey Handel, FHWA, Urban Area Engineer  
Lisa Hodgson, WSDOT, I-405/SR167 Deputy Program Administrator  
Project File

Atts: I-405 – SR 522 Vicinity to SR 527 Express Toll Lanes Improvements Project Revised Area of Potential Effect (APE) Map  
Revised I-405 – SR 522 SR 522 Vicinity to SR 527 Express Toll Lanes Improvement Project Elements Map at SR 522



October 16, 2019

Phil LeTourneau, Archaeologist  
King County Historic Preservation Program  
201 S. Jackson St.  
Suite 700  
Seattle, WA 98104

**I-405, SR 522 Vicinity to SR 527 Express Toll Lanes Improvement Project**  
**Re: Request for Comment on Revised Area of Potential Effects**

Dear Mr. LeTourneau:

Pursuant to the *Programmatic Agreement Pursuant to Section 106 of the National Historic Preservation Act of 1966 (NHPA) among the Federal Highway Administration (FHWA), the Washington State Historic Preservation Officer (SHPO), the Washington State Department of Transportation (WSDOT), the Muckleshoot Indian Tribe, and the Snoqualmie Indian Tribe for Improvements to Interstate 405 (I-405) Corridor (PA)* executed on April 4, 2008, WSDOT, on behalf of FHWA, is continuing consultation with your office in regards to the I-405 – SR 522 Vicinity to SR 527 Express Toll Lanes Improvement Project.

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Cassandra Manetas, M.A.  
Cultural Resources Specialist, WSDOT ESO MegaPrograms

Cc: Dennis Wardlaw, DAHP  
Lindsey Handel, FHWA, Urban Area Engineer  
Lisa Hodgson, WSDOT, I-405/SR167 Deputy Program Administrator  
Project File

Atts: I-405 – SR 522 Vicinity to SR 527 Express Toll Lanes Improvements Project Revised Area of Potential Effect (APE) Map  
Revised I-405 – SR 522 SR 522 Vicinity to SR 527 Express Toll Lanes Improvement Project Elements Map at SR 522

October 16, 2019

Sarah (Church) Desimone  
City of Bothell  
Landmark Preservation Board  
18415 101<sup>st</sup> Avenue NE  
Bothell, WA 98011

**I-405, SR 522 Vicinity to SR 527 Express Toll Lanes Improvement Project**  
**Re: Request for Comment on Revised Area of Potential Effects**

Dear Ms. Desimone:

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Cassandra Manetas, M.A.  
Cultural Resources Specialist, WSDOT ESO MegaPrograms

Cc: Dennis Wardlaw, DAHP  
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Project File

Atts: I-405 – SR 522 Vicinity to SR 527 Express Toll Lanes Improvements Project Revised Area of Potential Effect (APE) Map  
Revised I-405 – SR 522 SR 522 Vicinity to SR 527 Express Toll Lanes Improvement Project Elements Map at SR 522





October 16, 2019

Bothell Historical Society  
9919 NE 180<sup>th</sup> St.  
Bothell, WA 98011

**I-405, SR 522 Vicinity to SR 527 Express Toll Lanes Improvement Project**  
**Re: Request for Comment on Revised Area of Potential Effects**

To Whom It May Concern:

Pursuant to the *Programmatic Agreement Pursuant to Section 106 of the National Historic Preservation Act of 1966 (NHPA) among the Federal Highway Administration (FHWA), the Washington State Historic Preservation Officer (SHPO), the Washington State Department of Transportation (WSDOT), the Muckleshoot Indian Tribe, and the Snoqualmie Indian Tribe for Improvements to Interstate 405 (I-405) Corridor (PA)* executed on April 4, 2008, WSDOT, on behalf of FHWA, is continuing consultation with your office in regards to the I-405 – SR 522 Vicinity to SR 527 Express Toll Lanes Improvement Project.

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Cassandra Manetas, M.A.  
Cultural Resources Specialist, WSDOT ESO MegaPrograms

Cc: Dennis Wardlaw, DAHP  
Lindsey Handel, FHWA, Urban Area Engineer  
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Revised I-405 – SR 522 SR 522 Vicinity to SR 527 Express Toll Lanes Improvement Project Elements Map at SR 522

October 17, 2019

TO: Margaret Kucharski, ESO Megaprograms Environmental Manager

FROM: Cassandra Manetas, ESO Megaprograms Cultural Resources Specialist

RE: **I-405, SR 522 Vicinity to SR 527 Express Toll Lanes Improvement Project- Corridor Signage**

PLEASE NOTE: If design modifications or additions are developed following this review which exceed the conditions noted in the current plans or description herein, those modifications must be evaluated by a WSDOT Cultural Resources Specialist.

This activity is subject to Section 106 of the National Historic Preservation Act (NHPA) as it is related to the I-405, SR 522 Vicinity to SR 527 Express Toll Lanes Improvement Project. This activity meets the stipulations of the *Second Amended Programmatic Agreement Implementing Section 106 of the National Historic Preservation Act for the Federal-aid Highway Program in Washington State Administered by the Federal Highway Administration (PA)*.

### **Project Description**

The purpose of the project is to update existing corridor signage related to future improvements for the SR 522 interchange. In order to direct drivers once future construction is complete, and to notify the travelling public about upcoming tolls, changes to existing signage are needed. Some signs will need to be removed from existing structures, others will need to be removed along with the poles or other structures currently holding them. In some areas, new signs and sign bridges will need to be installed. For these activities, the following assumptions are used for associated ground disturbance for both the removal and installation of new signs:

- Sign bridges have 2 posts that are up to 5 feet in diameter and extend 15-20 feet below the ground
- “Typical signs” (like Good to Go and gas signs) have 2 posts that are 2.5 to 3 feet in diameter and extend 2 to 7 feet below the ground
- Cantilevered signs are 2.5 to 3 feet I diameter and extend 10-20 feet below the ground
- For sign removal, signs would be “unbolted” from existing structures. Where existing poles need to be removed, this may include cutting wood or rebar and concrete, and backfilling up to 2 feet below the ground.

This work will all take place directly adjacent to the existing roadway in an area containing existing road prism. The activities reviewed in this document will occur along I-405 between Milepost (MP) 21.80 and 28.40 within Sections 4, 5, 8, 9, 16, 17, 20, and 21 in Township 26 North, Range 5 East and Sections 19, 24, 25, and 30 in Township 27 North, Range 5 East (Willamette Meridian).



### Review and Documentation

The cultural resources review for this project included a review of the WSDOT GIS and DAHP WISAARD databases to identify any known cultural resources or previous cultural resources studies within the project area. The review also included an examination of WSDOT SRView photographic documentation.

The project area is located within highway right-of-way that has been previously disturbed for the construction of transportation facilities and has been previously surveyed for cultural resources; nearly all signs are located within the APE for the I-405, SR 522 Vicinity to SR 527 Express Toll Lanes Improvement Project. The only site outside of the existing Project APE and within a quarter mile of the signs reviewed herein is site 45KI756, a historic debris scatter located outside of WSDOT right-of-way.

Table 1 lists all signs to be replaced within the project area. The location of signs to be replaced were compared to the location of known archaeological sites and archaeological potential zones previously surveyed by Bundy (2009) in support of the 2008 *Programmatic Agreement Pursuant to Section 106 of the National Historic Preservation Act of 1966 (NHPA) among the Federal Highway Administration (FHWA), the Washington State Historic Preservation Officer (SHPO), the Washington State Department of Transportation (WSDOT), the Muckleshoot Indian Tribe, and the Snoqualmie Indian Tribe for Improvements to Interstate 405 (I-405) Corridor*. Bundy assessed areas along I-405 between SR-520 and I-5 for archaeological potential and developed associated zones to guide further reviews within the corridor- areas where additional survey is required (“restricted”), areas where additional survey is needed only if planned ground disturbance will exceed  $\frac{3}{4}$  of the known depth of road fill (“fill”), and areas where no further review is required (“unrestricted”). Signs installed on existing structures will not require ground disturbing activities and their installation is considered an in-kind replacement.

**Table 1. Location of signage to be replaced along I-405, type of installation, and archaeological potential for each location.**

Milepost	New structure	Existing structure	Bundy 2009 zone type
21.75		2, east shoulder	unrestricted
22.6		1, on overpass	unrestricted
23.35	2, sign bridge over NB		unrestricted
27.25	2, sign bridge over SB		unrestricted
28.00		1, existing sign bridge	unrestricted
28.35		1, existing sign bridge	unrestricted

Given the depth assumptions noted above, removal of signs and structures is not anticipated to involve ground disturbance exceeding the known depth of fill. Removing signs from existing structures will require no ground disturbance at all. Table 2 notes the location of all signs to be removed and the type of removal required.

**Table 2. Location of signs to be removed along I-405 and type of removal activity.**

<b>Milepost</b>	<b>Unbolt from existing structure</b>	<b>Removal of sign and existing structure</b>
21.75	2	
21.95		1, wood post on shoulder
22.40	1	1, cantilever in median
22.50		1, sign bridge in median
23.30		1, cantilever in median
27.30		1, cantilever on shoulder
28.35	1	
(522) 10.70		1, wood posts on south shoulder

This review found that the project would not impact any known historic properties and would have a low likelihood of encountering any previously unidentified historic properties given that the entirety of the work will be confined to existing infrastructure or located in areas previously disturbed by highway construction.

#### **Determination of Exemption**

Following the results of this review, Cassandra Manetas, WSDOT Cultural Resources Specialist, determined that this project satisfactorily met all of the terms and conditions set out in Exhibit B of the *PA* as an undertaking presumed to have minimal potential to cause effects to historic properties. Pursuant to Exhibit B of the *PA*, this undertaking meets all of the terms and conditions of Stipulations A-2 and A-13, which state:

A-2 Installation, replacement, or repair of maintenance equipment, safety appurtenances, and traffic control devices, including but not limited to guardrails, barriers, glare screens, snow and ice detectors, energy attenuators, cameras, lighting, signs, signals, and informational signage/kiosks, provided the activity is in-kind replacement or does not include ground disturbance or is within the demonstrated vertical and horizontal limits of previous construction or disturbance.

A-13 Work within interchanges, medians of divided highways, or between a highway and an adjacent frontage road within the demonstrated vertical and horizontal limits of previous construction or disturbance.

This project has been determined exempt from additional Section 106 consultation. This determination will be posted for public record on WSDOT's website. This memorandum serves as the written record of this determination.

As noted at the outset of this memorandum, if these plans are modified or additions are made, those changes must be evaluated by a WSDOT Cultural Resources Specialist.

An Unanticipated Discovery Plan should be attached to this project in order to provide guidance in the event of post-review discovery of cultural resources during this project.

If any additional information is needed, please contact Cassandra Manetas, WSDOT Cultural Resources Specialist, via email at [manetac@wsdot.wa.gov](mailto:manetac@wsdot.wa.gov) or via telephone at (206) 805-2895.



October 18, 2019

Dr. Allyson Brooks, SHPO  
Department of Archaeology and Historic Preservation (DAHP)  
P.O. Box 48343  
Olympia, WA 98504-8343

**Property: I-405, SR 522 Vicinity to SR 527 Express Toll Lanes Improvement Project**

**DAHP log: 2019-03-01701**

**Re: Request for Comment on Cultural Resources Survey and Effects Determination**

Dear Dr. Brooks:

Pursuant to the *Programmatic Agreement Pursuant to Section 106 of the National Historic Preservation Act of 1966 (NHPA) among the Federal Highway Administration (FHWA), the Washington State Historic Preservation Officer (SHPO), the Washington State Department of Transportation (WSDOT), the Muckleshoot Indian Tribe, and the Snoqualmie Indian Tribe for Improvements to Interstate 405 (I-405) Corridor (PA)* executed on April 4, 2008, WSDOT, on behalf of FHWA, is continuing consultation with your office in regards to the I-405 – SR 522 Vicinity to SR 527 Express Toll Lanes Improvement Project. WSDOT is requesting your review of the enclosed cultural resources survey. Following your review, WSDOT, on behalf of FHWA, requests your concurrence with our effect determination for the undertaking as detailed below.

Please find attached the entitled: “*Cultural Resources Survey for the Interstate 405, SR 522 Vicinity to SR 527 Express Toll Lanes Improvement Project in King and Snohomish Counties, Washington*” (dated October 2019) written by Sean Stcherbinine, Ryan Ives, and James Jenks of Archaeological and Historical Services (AHS), Eastern Washington University.

#### **Cultural Resources Survey Results**

AHS conducted a cultural resource survey of the project’s Area of Potential Effects (APE). This survey was undertaken per the methodology shared with your office earlier this year, and in accordance with the guidelines attached to the PA. The fieldwork included an archaeological pedestrian survey of the entire APE and subsurface exploration of areas with a probability for unknown and significant cultural resources and where planned project activities would result in ground disturbance.

Two archaeological sites, 45KI0757 and 45SN0716, were identified within the APE. Of these, 45KI0757 was previously determined not-eligible for the National Register of Historic Places (NRHP). Site 45SN0716, composed of two adjacent segments of a historic-age logging road, was recorded during this survey. AHS has recommended that the site is not eligible for listing in the NRHP and WSDOT concurs with this recommendation.

Several portions of the APE identified deep fill overlying intact Holocene deposits. While deep testing was conducted in most of these areas and no cultural resources were identified, AHS recommends archaeological monitoring during construction to ensure no previously un-identified cultural resources are affected. WSDOT concurs with this recommendation as well.



A total of eighteen historic built environment resources were documented as part of this survey. Two properties (20115 112<sup>th</sup> Avenue NE and 23505 27<sup>th</sup> Avenue SE) were previously documented and determined not eligible. Fourteen properties were identified by this survey and documented on Historic Property Inventory (HPI) forms but were recommended not eligible for listing in the NRHP:

- 14712 114<sup>th</sup> Avenue NE
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- 15227 116<sup>th</sup> Place NE
- 11403 E Riverside Drive
- 19425 112<sup>th</sup> Avenue NE

The Charles Shaw House (11807 Woodinville Drive) and the Dr. Reuben Chase House (property 39187; UW Bothell Campus) have previously been determined eligible for listing in the NRHP, and the Chase House was listed on the NRHP in 1990. However, AHS notes they are both “in previously-modified settings that are well outside the Limits of Construction for the Project, and would not be impacted by the Project as proposed.”

#### **NRHP Eligibility and Project Effect Determinations**

WSDOT, on behalf of FHWA, is submitting the attached cultural resources survey for your review. WSDOT requests your concurrence with the NRHP eligibility determinations for 45SN0716 and the buildings previously listed. The archaeological site form and HPI forms for these buildings have been submitted electronically. Since no project activities will affect the only NRHP-eligible properties, the Charles Shaw House and the Dr. Reuben Chase House, WSDOT considers a determination **No Adverse Effect** on historic properties appropriate for this undertaking. WSDOT also requests your concurrence with this effect determination.

Please provide your response to this request by November 18, 2019.

Should you require additional information or have any questions please contact me at 206.805.2895, or by email at [manetac@wsdot.wa.gov](mailto:manetac@wsdot.wa.gov). Thank you for your continued consultation on this project.

Sincerely,



Cassandra Manetas, M.A.

Cultural Resources Specialist, WSDOT ESO MegaPrograms

Cc: Dennis Wardlaw, DAHP  
Lindsey Handel, FHWA, Urban Area Engineer  
Lisa Hodgson, WSDOT, I-405/SR167 Deputy Program Administrator  
Project File

Atts: Cultural Resources Survey for the Interstate 405, SR 522 Vicinity to SR 527 Express Toll Lanes Improvement Project in King and Snohomish Counties, Washington



October 18, 2019

Johnson Meninick, Cultural Resources  
Yakama Nation  
P.O. Box 151  
Toppenish, WA 98948

**I-405, SR 522 Vicinity to SR 527 Express Toll Lanes Improvement Project**  
**Re: Request for Comment on Cultural Resources Survey and Effects**  
**Determination**

Dear Mr. Meninick:

Pursuant to the *Programmatic Agreement Pursuant to Section 106 of the National Historic Preservation Act of 1966 (NHPA) among the Federal Highway Administration (FHWA), the Washington State Historic Preservation Officer (SHPO), the Washington State Department of Transportation (WSDOT), the Muckleshoot Indian Tribe, and the Snoqualmie Indian Tribe for Improvements to Interstate 405 (I-405) Corridor (PA)* executed on April 4, 2008, WSDOT, on behalf of FHWA, is continuing consultation with the Yakama Nation in regards to the I-405 – SR 522 Vicinity to SR 527 Express Toll Lanes Improvement Project. WSDOT is requesting your review of the enclosed cultural resources survey.

Please find attached the entitled: “*Cultural Resources Survey for the Interstate 405, SR 522 Vicinity to SR 527 Express Toll Lanes Improvement Project in King and Snohomish Counties, Washington*” (dated October 2019) written by Sean Stcherbinine, Ryan Ives, and James Jenks of Archaeological and Historical Services (AHS), Eastern Washington University.

**Cultural Resources Survey Results**

AHS conducted a cultural resource survey of the project’s Area of Potential Effects (APE). This survey was undertaken per the methodology shared with you earlier this year, and in accordance with the guidelines attached to the PA. The fieldwork included an archaeological pedestrian survey of the entire APE and subsurface exploration of areas with a probability for unknown and significant cultural resources and where planned project activities would result in ground disturbance.

Two archaeological sites, 45KI0757 and 45SN0716, were identified within the APE. Of these, 45KI0757 was previously determined not-eligible for the National Register of Historic Places (NRHP). Site 45SN0716, composed of two adjacent segments of a historic-age logging road, was recorded during this survey. AHS has recommended that the site is not eligible for listing in the NRHP and WSDOT concurs with this recommendation.

Several portions of the APE identified deep fill overlying intact Holocene deposits. While deep testing was conducted in most of these areas and no cultural resources were identified, AHS recommends archaeological monitoring during construction to ensure no previously un-identified cultural resources are affected. WSDOT concurs with this recommendation as well.

A total of eighteen historic built environment resources were documented as part of this survey. Two properties (20115 112<sup>th</sup> Avenue NE and 23505 27<sup>th</sup> Avenue SE) were previously

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The Charles Shaw House (11807 Woodinville Drive) and the Dr. Reuben Chase House (property 39187; UW Bothell Campus) have previously been determined eligible for listing in the NRHP, and the Chase House was listed on the NRHP in 1990. However, AHS notes they are both “in previously-modified settings that are well outside the Limits of Construction for the Project, and would not be impacted by the Project as proposed.”

#### **NRHP Eligibility and Project Effect Determinations**

WSDOT, on behalf of FHWA, is submitting the attached cultural resources survey for your review. Since no project activities will affect the only NRHP-eligible properties, the Charles Shaw House and the Dr. Reuben Chase House, WSDOT considers a determination **No Adverse Effect** on historic properties appropriate for this undertaking.

Please provide your response to this request by November 18, 2019.

Should you require additional information or have any questions please contact me at 206.805.2895, or by email at [manetac@wsdot.wa.gov](mailto:manetac@wsdot.wa.gov). Thank you for your continued consultation on this project.

Sincerely,



Cassandra Manetas, M.A.

Cultural Resources Specialist, WSDOT ESO MegaPrograms

Cc: Jessica Lally, Yakama Nation Archaeologist  
Dennis Wardlaw, DAHP  
Lindsey Handel, FHWA, Urban Area Engineer  
Lisa Hodgson, WSDOT, I-405/SR167 Deputy Program Administrator  
Project File

Atts: Cultural Resources Survey for the Interstate 405, SR 522 Vicinity to SR 527 Express Toll Lanes Improvement Project in King and Snohomish Counties, Washington





October 18, 2019

Steven Mullen-Moses, Director Archaeology & Historic Preservation  
Snoqualmie Tribe  
P.O. Box 969  
Snoqualmie, WA 98065

**I-405, SR 522 Vicinity to SR 527 Express Toll Lanes Improvement Project**  
**Re: Request for Comment on Cultural Resources Survey and Effects**  
**Determination**

Dear Mr. Mullen-Moses:

Pursuant to the *Programmatic Agreement Pursuant to Section 106 of the National Historic Preservation Act of 1966 (NHPA) among the Federal Highway Administration (FHWA), the Washington State Historic Preservation Officer (SHPO), the Washington State Department of Transportation (WSDOT), the Muckleshoot Indian Tribe, and the Snoqualmie Indian Tribe for Improvements to Interstate 405 (I-405) Corridor (PA)* executed on April 4, 2008, WSDOT, on behalf of FHWA, is continuing consultation with the Snoqualmie Tribe in regards to the I-405 – SR 522 Vicinity to SR 527 Express Toll Lanes Improvement Project. WSDOT is requesting your review of the enclosed cultural resources survey.

Please find attached the entitled: “*Cultural Resources Survey for the Interstate 405, SR 522 Vicinity to SR 527 Express Toll Lanes Improvement Project in King and Snohomish Counties, Washington*” (dated October 2019) written by Sean Stcherbinine, Ryan Ives, and James Jenks of Archaeological and Historical Services (AHS), Eastern Washington University.

**Cultural Resources Survey Results**

AHS conducted a cultural resource survey of the project’s Area of Potential Effects (APE). This survey was undertaken per the methodology shared with you earlier this year, and in accordance with the guidelines attached to the PA. The fieldwork included an archaeological pedestrian survey of the entire APE and subsurface exploration of areas with a probability for unknown and significant cultural resources and where planned project activities would result in ground disturbance.

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#### **NRHP Eligibility and Project Effect Determinations**

WSDOT, on behalf of FHWA, is submitting the attached cultural resources survey for your review. Since no project activities will affect the only NRHP-eligible properties, the Charles Shaw House and the Dr. Reuben Chase House, WSDOT considers a determination **No Adverse Effect** on historic properties appropriate for this undertaking.

Please provide your response to this request by November 18, 2019.

Should you require additional information or have any questions please contact me at 206.805.2895, or by email at [manetac@wsdot.wa.gov](mailto:manetac@wsdot.wa.gov). Thank you for your continued consultation on this project.

Sincerely,



Cassandra Manetas, M.A.  
Cultural Resources Specialist, WSDOT ESO MegaPrograms

Cc: Adam Osbekoff, Cultural Resource Compliance Manager, Snoqualmie Tribe  
Dennis Wardlaw, DAHP  
Lindsey Handel, FHWA, Urban Area Engineer  
Lisa Hodgson, WSDOT, I-405/SR167 Deputy Program Administrator  
Project File

Atts: Cultural Resources Survey for the Interstate 405, SR 522 Vicinity to SR 527 Express Toll Lanes Improvement Project in King and Snohomish Counties, Washington



October 18, 2019

Laura Murphy, Tribal Archaeologist  
Muckleshoot Tribe  
39015 172<sup>nd</sup> Ave. SE  
Auburn, WA 98092

**I-405, SR 522 Vicinity to SR 527 Express Toll Lanes Improvement Project**  
**Re: Request for Comment on Cultural Resources Survey and Effects  
Determination**

Dear Ms. Murphy:

Pursuant to the *Programmatic Agreement Pursuant to Section 106 of the National Historic Preservation Act of 1966 (NHPA) among the Federal Highway Administration (FHWA), the Washington State Historic Preservation Officer (SHPO), the Washington State Department of Transportation (WSDOT), the Muckleshoot Indian Tribe, and the Snoqualmie Indian Tribe for Improvements to Interstate 405 (I-405) Corridor (PA)* executed on April 4, 2008, WSDOT, on behalf of FHWA, is continuing consultation with the Muckleshoot Tribe in regards to the I-405 – SR 522 Vicinity to SR 527 Express Toll Lanes Improvement Project. WSDOT is requesting your review of the enclosed cultural resources survey.

Please find attached the entitled: “*Cultural Resources Survey for the Interstate 405, SR 522 Vicinity to SR 527 Express Toll Lanes Improvement Project in King and Snohomish Counties, Washington*” (dated October 2019) written by Sean Stcherbinine, Ryan Ives, and James Jenks of Archaeological and Historical Services (AHS), Eastern Washington University.

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The Charles Shaw House (11807 Woodinville Drive) and the Dr. Reuben Chase House (property 39187; UW Bothell Campus) have previously been determined eligible for listing in the NRHP, and the Chase House was listed on the NRHP in 1990. However, AHS notes they are both “in previously-modified settings that are well outside the Limits of Construction for the Project, and would not be impacted by the Project as proposed.”

#### **NRHP Eligibility and Project Effect Determinations**

WSDOT, on behalf of FHWA, is submitting the attached cultural resources survey for your review. Since no project activities will affect the only NRHP-eligible properties, the Charles Shaw House and the Dr. Reuben Chase House, WSDOT considers a determination **No Adverse Effect** on historic properties appropriate for this undertaking.

Please provide your response to this request by November 18, 2019.

Should you require additional information or have any questions please contact me at 206.805.2895, or by email at [manetac@wsdot.wa.gov](mailto:manetac@wsdot.wa.gov). Thank you for your continued consultation on this project.

Sincerely,



Cassandra Manetas, M.A.  
Cultural Resources Specialist, WSDOT ESO MegaPrograms

Cc: Dennis Wardlaw, DAHP  
Lindsey Handel, FHWA, Urban Area Engineer  
Lisa Hodgson, WSDOT, I-405/SR167 Deputy Program Administrator  
Project File

Atts: Cultural Resources Survey for the Interstate 405, SR 522 Vicinity to SR 527 Express Toll Lanes Improvement Project in King and Snohomish Counties, Washington



October 18, 2019

Phil LeTourneau, Archaeologist  
King County Historic Preservation Program  
201 S. Jackson St.  
Suite 700  
Seattle, WA 98104

**I-405, SR 522 Vicinity to SR 527 Express Toll Lanes Improvement Project**  
**Re: Request for Comment on Cultural Resources Survey and Effects**  
**Determination**

Dear Mr. LeTourneau:

Pursuant to the *Programmatic Agreement Pursuant to Section 106 of the National Historic Preservation Act of 1966 (NHPA) among the Federal Highway Administration (FHWA), the Washington State Historic Preservation Officer (SHPO), the Washington State Department of Transportation (WSDOT), the Muckleshoot Indian Tribe, and the Snoqualmie Indian Tribe for Improvements to Interstate 405 (I-405) Corridor (PA)* executed on April 4, 2008, WSDOT, on behalf of FHWA, is continuing consultation with your office in regards to the I-405 – SR 522 Vicinity to SR 527 Express Toll Lanes Improvement Project. WSDOT is requesting your review of the enclosed cultural resources survey.

Please find attached the entitled: “*Cultural Resources Survey for the Interstate 405, SR 522 Vicinity to SR 527 Express Toll Lanes Improvement Project in King and Snohomish Counties, Washington*” (dated October 2019) written by Sean Stcherbinine, Ryan Ives, and James Jenks of Archaeological and Historical Services (AHS), Eastern Washington University.

**Cultural Resources Survey Results**

AHS conducted a cultural resource survey of the project’s Area of Potential Effects (APE). This survey was undertaken per the methodology shared with you earlier this year, and in accordance with the guidelines attached to the PA. The fieldwork included an archaeological pedestrian survey of the entire APE and subsurface exploration of areas with a probability for unknown and significant cultural resources and where planned project activities would result in ground disturbance.

Two archaeological sites, 45KI0757 and 45SN0716, were identified within the APE. Of these, 45KI0757 was previously determined not-eligible for the National Register of Historic Places (NRHP). Site 45SN0716, composed of two adjacent segments of a historic-age logging road, was recorded during this survey. AHS has recommended that the site is not eligible for listing in the NRHP and WSDOT concurs with this recommendation.

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Please provide your response to this request by November 18, 2019.

Should you require additional information or have any questions please contact me at 206.805.2895, or by email at [manetac@wsdot.wa.gov](mailto:manetac@wsdot.wa.gov). Thank you for your continued consultation on this project.

Sincerely,



Cassandra Manetas, M.A.  
Cultural Resources Specialist, WSDOT ESO MegaPrograms

Cc: Todd Scott, Preservation Planner, King County, w/ attachments  
Dennis Wardlaw, DAHP  
Lindsey Handel, FHWA, Urban Area Engineer  
Lisa Hodgson, WSDOT, I-405/SR167 Deputy Program Administrator  
Project File

Atts: Cultural Resources Survey for the Interstate 405, SR 522 Vicinity to SR 527 Express Toll Lanes Improvement Project in King and Snohomish Counties, Washington





October 18, 2019

Todd Scott, Preservation Planner/Architect  
King County Historic Preservation Program  
201 S. Jackson St.  
Suite 700  
Seattle, WA 98104

**I-405, SR 522 Vicinity to SR 527 Express Toll Lanes Improvement Project**  
**Re: Request for Comment on Cultural Resources Survey and Effects  
Determination**

Dear Mr. Scott:

Pursuant to the *Programmatic Agreement Pursuant to Section 106 of the National Historic Preservation Act of 1966 (NHPA) among the Federal Highway Administration (FHWA), the Washington State Historic Preservation Officer (SHPO), the Washington State Department of Transportation (WSDOT), the Muckleshoot Indian Tribe, and the Snoqualmie Indian Tribe for Improvements to Interstate 405 (I-405) Corridor (PA)* executed on April 4, 2008, WSDOT, on behalf of FHWA, is continuing consultation with your office in regards to the I-405 – SR 522 Vicinity to SR 527 Express Toll Lanes Improvement Project. WSDOT is requesting your review of the enclosed cultural resources survey.

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Please provide your response to this request by November 18, 2019.

Should you require additional information or have any questions please contact me at 206.805.2895, or by email at [manetac@wsdot.wa.gov](mailto:manetac@wsdot.wa.gov). Thank you for your continued consultation on this project.

Sincerely,



Cassandra Manetas, M.A.  
Cultural Resources Specialist, WSDOT ESO MegaPrograms

Cc: Phil Le Tourneau, Archaeologist, King County  
Dennis Wardlaw, DAHP  
Lindsey Handel, FHWA, Urban Area Engineer  
Lisa Hodgson, WSDOT, I-405/SR167 Deputy Program Administrator  
Project File

Atts: Cultural Resources Survey for the Interstate 405, SR 522 Vicinity to SR 527 Express Toll Lanes Improvement Project in King and Snohomish Counties, Washington



October 18, 2019

Kerry Lyste, THPO, GIS Analyst, Database Administrator  
Stillaguamish Tribe  
P.O. Box 277  
Arlington, WA 98223

**I-405, SR 522 Vicinity to SR 527 Express Toll Lanes Improvement Project**  
**Re: Request for Comment on Cultural Resources Survey and Effects**  
**Determination**

Dear Mr. Lyste:

Pursuant to the *Programmatic Agreement Pursuant to Section 106 of the National Historic Preservation Act of 1966 (NHPA) among the Federal Highway Administration (FHWA), the Washington State Historic Preservation Officer (SHPO), the Washington State Department of Transportation (WSDOT), the Muckleshoot Indian Tribe, and the Snoqualmie Indian Tribe for Improvements to Interstate 405 (I-405) Corridor (PA)* executed on April 4, 2008, WSDOT, on behalf of FHWA, is continuing consultation with the Stillaguamish Tribe in regards to the I-405 – SR 522 Vicinity to SR 527 Express Toll Lanes Improvement Project. WSDOT is requesting your review of the enclosed cultural resources survey.

Please find attached the entitled: “*Cultural Resources Survey for the Interstate 405, SR 522 Vicinity to SR 527 Express Toll Lanes Improvement Project in King and Snohomish Counties, Washington*” (dated October 2019) written by Sean Stcherbinine, Ryan Ives, and James Jenks of Archaeological and Historical Services (AHS), Eastern Washington University.

**Cultural Resources Survey Results**

AHS conducted a cultural resource survey of the project’s Area of Potential Effects (APE). This survey was undertaken per the methodology shared with you earlier this year, and in accordance with the guidelines attached to the PA. The fieldwork included an archaeological pedestrian survey of the entire APE and subsurface exploration of areas with a probability for unknown and significant cultural resources and where planned project activities would result in ground disturbance.

Two archaeological sites, 45KI0757 and 45SN0716, were identified within the APE. Of these, 45KI0757 was previously determined not-eligible for the National Register of Historic Places (NRHP). Site 45SN0716, composed of two adjacent segments of a historic-age logging road, was recorded during this survey. AHS has recommended that the site is not eligible for listing in the NRHP and WSDOT concurs with this recommendation.

Several portions of the APE identified deep fill overlying intact Holocene deposits. While deep testing was conducted in most of these areas and no cultural resources were identified, AHS recommends archaeological monitoring during construction to ensure no previously un-identified cultural resources are affected. WSDOT concurs with this recommendation as well.

A total of eighteen historic built environment resources were documented as part of this survey. Two properties (20115 112<sup>th</sup> Avenue NE and 23505 27<sup>th</sup> Avenue SE) were previously



documented and determined not eligible. Fourteen properties were identified by this survey and documented on Historic Property Inventory (HPI) forms but were recommended not eligible for listing in the NRHP:

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- 11403 E Riverside Drive
- 19425 112<sup>th</sup> Avenue NE

The Charles Shaw House (11807 Woodinville Drive) and the Dr. Reuben Chase House (property 39187; UW Bothell Campus) have previously been determined eligible for listing in the NRHP, and the Chase House was listed on the NRHP in 1990. However, AHS notes they are both “in previously-modified settings that are well outside the Limits of Construction for the Project, and would not be impacted by the Project as proposed.”

#### **NRHP Eligibility and Project Effect Determinations**

WSDOT, on behalf of FHWA, is submitting the attached cultural resources survey for your review. Since no project activities will affect the only NRHP-eligible properties, the Charles Shaw House and the Dr. Reuben Chase House, WSDOT considers a determination **No Adverse Effect** on historic properties appropriate for this undertaking.

Please provide your response to this request by November 18, 2019.

Should you require additional information or have any questions please contact me at 206.805.2895, or by email at [manetac@wsdot.wa.gov](mailto:manetac@wsdot.wa.gov). Thank you for your continued consultation on this project.

Sincerely,



Cassandra Manetas, M.A.  
Cultural Resources Specialist, WSDOT ESO MegaPrograms

Cc: Sam Barr, Stillaguamish Tribe Cultural Resources  
Dennis Wardlaw, DAHP  
Lindsey Handel, FHWA, Urban Area Engineer  
Lisa Hodgson, WSDOT, I-405/SR167 Deputy Program Administrator  
Project File

Atts: Cultural Resources Survey for the Interstate 405, SR 522 Vicinity to SR 527 Express Toll Lanes Improvement Project in King and Snohomish Counties, Washington



October 18, 2019

Bothell Historical Society  
9919 NE 180<sup>th</sup> St.  
Bothell, WA 98011

**I-405, SR 522 Vicinity to SR 527 Express Toll Lanes Improvement Project**  
**Re: Request for Comment on Cultural Resources Survey and Effects**  
**Determination**

To Whom It May Concern:

Pursuant to the *Programmatic Agreement Pursuant to Section 106 of the National Historic Preservation Act of 1966 (NHPA) among the Federal Highway Administration (FHWA), the Washington State Historic Preservation Officer (SHPO), the Washington State Department of Transportation (WSDOT), the Muckleshoot Indian Tribe, and the Snoqualmie Indian Tribe for Improvements to Interstate 405 (I-405) Corridor (PA)* executed on April 4, 2008, WSDOT, on behalf of FHWA, is continuing consultation with your office in regards to the I-405 – SR 522 Vicinity to SR 527 Express Toll Lanes Improvement Project. WSDOT is requesting your review of the enclosed cultural resources survey.

Please find attached the entitled: “*Cultural Resources Survey for the Interstate 405, SR 522 Vicinity to SR 527 Express Toll Lanes Improvement Project in King and Snohomish Counties, Washington*” (dated October 2019) written by Sean Stcherbinine, Ryan Ives, and James Jenks of Archaeological and Historical Services (AHS), Eastern Washington University.

**Cultural Resources Survey Results**

AHS conducted a cultural resource survey of the project’s Area of Potential Effects (APE). This survey was undertaken per the methodology shared with you earlier this year, and in accordance with the guidelines attached to the PA. The fieldwork included an archaeological pedestrian survey of the entire APE and subsurface exploration of areas with a probability for unknown and significant cultural resources and where planned project activities would result in ground disturbance.

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Several portions of the APE identified deep fill overlying intact Holocene deposits. While deep testing was conducted in most of these areas and no cultural resources were identified, AHS recommends archaeological monitoring during construction to ensure no previously un-identified cultural resources are affected. WSDOT concurs with this recommendation as well.

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The Charles Shaw House (11807 Woodinville Drive) and the Dr. Reuben Chase House (property 39187, UW Bothell Campus) have previously been determined eligible for listing in the NRHP, and the Chase House was listed on the NRHP in 1990. However, AHS notes they are both “in previously-modified settings that are well outside the Limits of Construction for the Project, and would not be impacted by the Project as proposed.”

#### **NRHP Eligibility and Project Effect Determinations**

WSDOT, on behalf of FHWA, is submitting the attached cultural resources survey for your review. Since no project activities will affect the only NRHP-eligible properties, the Charles Shaw House and the Dr. Reuben Chase House, WSDOT considers a determination **No Adverse Effect** on historic properties appropriate for this undertaking.

Please provide your response to this request by November 18, 2019.

Should you require additional information or have any questions please contact me at 206.805.2895, or by email at [manetac@wsdot.wa.gov](mailto:manetac@wsdot.wa.gov). Thank you for your continued consultation on this project.

Sincerely,



Cassandra Manetas, M.A.  
Cultural Resources Specialist, WSDOT ESO MegaPrograms

Cc: Dennis Wardlaw, DAHP  
Lindsey Handel, FHWA, Urban Area Engineer  
Lisa Hodgson, WSDOT, I-405/SR167 Deputy Program Administrator  
Project File

Atts: Cultural Resources Survey for the Interstate 405, SR 522 Vicinity to SR 527 Express Toll Lanes Improvement Project in King and Snohomish Counties, Washington





October 18, 2019

The Honorable Cecile Hansen, Chair  
Duwamish Tribe  
4705 W Marginal Way SW  
Seattle, WA 98106

**I-405, SR 522 Vicinity to SR 527 Express Toll Lanes Improvement Project**  
**Re: Request for Comment on Cultural Resources Survey and Effects**  
**Determination**

Dear Chairwoman Hansen:

Pursuant to the *Programmatic Agreement Pursuant to Section 106 of the National Historic Preservation Act of 1966 (NHPA) among the Federal Highway Administration (FHWA), the Washington State Historic Preservation Officer (SHPO), the Washington State Department of Transportation (WSDOT), the Muckleshoot Indian Tribe, and the Snoqualmie Indian Tribe for Improvements to Interstate 405 (I-405) Corridor (PA)* executed on April 4, 2008, WSDOT, on behalf of FHWA, is continuing consultation with the Duwamish Tribe in regards to the I-405 – SR 522 Vicinity to SR 527 Express Toll Lanes Improvement Project. WSDOT is requesting your review of the enclosed cultural resources survey.

Please find attached the entitled: “*Cultural Resources Survey for the Interstate 405, SR 522 Vicinity to SR 527 Express Toll Lanes Improvement Project in King and Snohomish Counties, Washington*” (dated October 2019) written by Sean Stcherbinine, Ryan Ives, and James Jenks of Archaeological and Historical Services (AHS), Eastern Washington University.

**Cultural Resources Survey Results**

AHS conducted a cultural resource survey of the project’s Area of Potential Effects (APE). This survey was undertaken per the methodology shared with you earlier this year, and in accordance with the guidelines attached to the PA. The fieldwork included an archaeological pedestrian survey of the entire APE and subsurface exploration of areas with a probability for unknown and significant cultural resources and where planned project activities would result in ground disturbance.

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The Charles Shaw House (11807 Woodinville Drive) and the Dr. Reuben Chase House (property 39187; UW Bothell Campus) have previously been determined eligible for listing in the NRHP, and the Chase House was listed on the NRHP in 1990. However, AHS notes they are both “in previously-modified settings that are well outside the Limits of Construction for the Project, and would not be impacted by the Project as proposed.”

**NRHP Eligibility and Project Effect Determinations**

WSDOT, on behalf of FHWA, is submitting the attached cultural resources survey for your review. Since no project activities will affect the only NRHP-eligible properties, the Charles Shaw House and the Dr. Reuben Chase House, WSDOT considers a determination **No Adverse Effect** on historic properties appropriate for this undertaking.

Please provide your response to this request by November 18, 2019.

Should you require additional information or have any questions please contact me at 206.805.2895, or by email at [manetac@wsdot.wa.gov](mailto:manetac@wsdot.wa.gov). Thank you for your continued consultation on this project.

Sincerely,



Cassandra Manetas, M.A.  
Cultural Resources Specialist, WSDOT ESO MegaPrograms

Cc: Dennis Wardlaw, DAHP  
Lindsey Handel, FHWA, Urban Area Engineer  
Lisa Hodgson, WSDOT, I-405/SR167 Deputy Program Administrator  
Project File

Atts: Cultural Resources Survey for the Interstate 405, SR 522 Vicinity to SR 527 Express Toll Lanes Improvement Project in King and Snohomish Counties, Washington



October 18, 2019

Sarah (Church) Desimone  
City of Bothell  
Landmark Preservation Board  
18415 101<sup>st</sup> Avenue NE  
Bothell, WA 98011

**I-405, SR 522 Vicinity to SR 527 Express Toll Lanes Improvement Project**  
**Re: Request for Comment on Cultural Resources Survey and Effects  
Determination**

Dear Ms. Desimone:

Pursuant to the *Programmatic Agreement Pursuant to Section 106 of the National Historic Preservation Act of 1966 (NHPA) among the Federal Highway Administration (FHWA), the Washington State Historic Preservation Officer (SHPO), the Washington State Department of Transportation (WSDOT), the Muckleshoot Indian Tribe, and the Snoqualmie Indian Tribe for Improvements to Interstate 405 (I-405) Corridor (PA)* executed on April 4, 2008, WSDOT, on behalf of FHWA, is continuing consultation with your office in regards to the I-405 – SR 522 Vicinity to SR 527 Express Toll Lanes Improvement Project. WSDOT is requesting your review of the enclosed cultural resources survey.

Please find attached the entitled: *“Cultural Resources Survey for the Interstate 405, SR 522 Vicinity to SR 527 Express Toll Lanes Improvement Project in King and Snohomish Counties, Washington”* (dated October 2019) written by Sean Stcherbinine, Ryan Ives, and James Jenks of Archaeological and Historical Services (AHS), Eastern Washington University.

**Cultural Resources Survey Results**

AHS conducted a cultural resource survey of the project’s Area of Potential Effects (APE). This survey was undertaken per the methodology shared with you earlier this year, and in accordance with the guidelines attached to the PA. The fieldwork included an archaeological pedestrian survey of the entire APE and subsurface exploration of areas with a probability for unknown and significant cultural resources and where planned project activities would result in ground disturbance.

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The Charles Shaw House (11807 Woodinville Drive) and the Dr. Reuben Chase House (property 39187; UW Bothell Campus) have previously been determined eligible for listing in the NRHP, and the Chase House was listed on the NRHP in 1990. However, AHS notes they are both “in previously-modified settings that are well outside the Limits of Construction for the Project, and would not be impacted by the Project as proposed.”

#### **NRHP Eligibility and Project Effect Determinations**

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Please provide your response to this request by November 18, 2019.

Should you require additional information or have any questions please contact me at 206.805.2895, or by email at [manetac@wsdot.wa.gov](mailto:manetac@wsdot.wa.gov). Thank you for your continued consultation on this project.

Sincerely,



Cassandra Manetas, M.A.  
Cultural Resources Specialist, WSDOT ESO MegaPrograms

Cc: Dennis Wardlaw, DAHP  
Lindsey Handel, FHWA, Urban Area Engineer  
Lisa Hodgson, WSDOT, I-405/SR167 Deputy Program Administrator  
Project File

Atts: Cultural Resources Survey for the Interstate 405, SR 522 Vicinity to SR 527 Express Toll Lanes Improvement Project in King and Snohomish Counties, Washington



October 18, 2019

Gretchen Kaehler, Snohomish County Archaeologist  
Snohomish County  
3000 Rockefeller Ave  
Everett, WA 98201

**I-405, SR 522 Vicinity to SR 527 Express Toll Lanes Improvement Project**  
**Re: Request for Comment on Cultural Resources Survey and Effects**  
**Determination**

Dear Ms. Kaehler:

Pursuant to the *Programmatic Agreement Pursuant to Section 106 of the National Historic Preservation Act of 1966 (NHPA) among the Federal Highway Administration (FHWA), the Washington State Historic Preservation Officer (SHPO), the Washington State Department of Transportation (WSDOT), the Muckleshoot Indian Tribe, and the Snoqualmie Indian Tribe for Improvements to Interstate 405 (I-405) Corridor (PA)* executed on April 4, 2008, WSDOT, on behalf of FHWA, is continuing consultation with your office in regards to the I-405 – SR 522 Vicinity to SR 527 Express Toll Lanes Improvement Project. WSDOT is requesting your review of the enclosed cultural resources survey.

Please find attached the entitled: “*Cultural Resources Survey for the Interstate 405, SR 522 Vicinity to SR 527 Express Toll Lanes Improvement Project in King and Snohomish Counties, Washington*” (dated October 2019) written by Sean Stcherbinine, Ryan Ives, and James Jenks of Archaeological and Historical Services (AHS), Eastern Washington University.

**Cultural Resources Survey Results**

AHS conducted a cultural resource survey of the project’s Area of Potential Effects (APE). This survey was undertaken per the methodology shared with you earlier this year, and in accordance with the guidelines attached to the PA. The fieldwork included an archaeological pedestrian survey of the entire APE and subsurface exploration of areas with a probability for unknown and significant cultural resources and where planned project activities would result in ground disturbance.

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Should you require additional information or have any questions please contact me at 206.805.2895, or by email at [manetac@wsdot.wa.gov](mailto:manetac@wsdot.wa.gov). Thank you for your continued consultation on this project.

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Cassandra Manetas, M.A.  
Cultural Resources Specialist, WSDOT ESO MegaPrograms

Cc: Dennis Wardlaw, DAHP  
Lindsey Handel, FHWA, Urban Area Engineer  
Lisa Hodgson, WSDOT, I-405/SR167 Deputy Program Administrator  
Project File

Atts: Cultural Resources Survey for the Interstate 405, SR 522 Vicinity to SR 527 Express Toll Lanes Improvement Project in King and Snohomish Counties, Washington



October 18, 2019

The Honorable Jaison Elkins, Chair  
Muckleshoot Tribe  
39015 172nd Ave. SE  
Auburn, WA 98092

**I-405, SR 522 Vicinity to SR 527 Express Toll Lanes Improvement Project**  
**Re: Request for Comment on Cultural Resources Survey and Effects**  
**Determination**

Dear Chairman Elkins:

This is to inform you that I have forwarded the technical report titled “*Cultural Resources Survey for the Interstate 405, SR 522 Vicinity to SR 527 Express Toll Lanes Improvement Project in King and Snohomish Counties, Washington*” written by Sean Stcherbinine, Ryan Ives, and James Jenks of Archaeological and Historical Services (AHS), Eastern Washington University (dated October 2019) to Laura Murphy of your staff.

AHS conducted a cultural resource survey of the project’s Area of Potential Effects (APE). The fieldwork included an archaeological pedestrian survey of the entire APE and subsurface exploration of areas with a probability for unknown and significant cultural resources and where planned project activities would result in ground disturbance.

Two archaeological sites, 45KI0757 and 45SN0716, were identified within the APE. Of these, 45KI0757 was previously determined not-eligible for the National Register of Historic Places (NRHP). Site 45SN0716, composed of two adjacent segments of a historic-age logging road, was recorded during this survey. AHS has recommended that the site is not eligible for listing in the NRHP and WSDOT concurs with this recommendation.

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**NRHP Eligibility and Project Effect Determinations**

WSDOT, on behalf of FHWA, is submitting the attached cultural resources survey for your review. Since no project activities will affect the only NRHP-eligible properties, the Charles Shaw House and the Dr. Reuben Chase House, WSDOT considers a determination of **No Adverse Effect** on historic properties appropriate for this undertaking.

Should you require additional information or have any questions please contact our Cultural Resources Specialist, Cassandra Manetas, at 206.805.2895, or by email at [manetac@wsdot.wa.gov](mailto:manetac@wsdot.wa.gov). Thank you for your continued consultation on this project.

Sincerely,

Margaret Kucharski  
ESO MegaPrograms Environmental Manager

Cc: Dennis Wardlaw, DAHP  
Lindsey Handel, FHWA, Urban Area Engineer  
Lisa Hodgson, WSDOT, I-405/SR167 Deputy Program Administrator  
Project File

Atts: Cultural Resources Survey for the Interstate 405, SR 522 Vicinity to SR 527 Express Toll Lanes Improvement Project in King and Snohomish Counties, Washington

October 18, 2019

The Honorable Robert de los Angeles, Chair  
Snoqualmie Tribe  
P.O. Box 969  
Snoqualmie, WA 98065

**I-405, SR 522 Vicinity to SR 527 Express Toll Lanes Improvement Project**  
**Re: Request for Comment on Cultural Resources Survey and Effects**  
**Determination**

Dear Chairman de los Angeles:

This is to inform you that I have forwarded the technical report titled “*Cultural Resources Survey for the Interstate 405, SR 522 Vicinity to SR 527 Express Toll Lanes Improvement Project in King and Snohomish Counties, Washington*” written by Sean Stcherbinine, Ryan Ives, and James Jenks of Archaeological and Historical Services (AHS), Eastern Washington University (dated October 2019) to Steven Mullen-Moses of your staff.

AHS conducted a cultural resource survey of the project’s Area of Potential Effects (APE). The fieldwork included an archaeological pedestrian survey of the entire APE and subsurface exploration of areas with a probability for unknown and significant cultural resources and where planned project activities would result in ground disturbance.

Two archaeological sites, 45KI0757 and 45SN0716, were identified within the APE. Of these, 45KI0757 was previously determined not-eligible for the National Register of Historic Places (NRHP). Site 45SN0716, composed of two adjacent segments of a historic-age logging road, was recorded during this survey. AHS has recommended that the site is not eligible for listing in the NRHP and WSDOT concurs with this recommendation.

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A total of eighteen historic built environment resources were documented as part of this survey. Two properties (20115 112<sup>th</sup> Avenue NE and 23505 27<sup>th</sup> Avenue SE) were previously documented and determined not eligible. Fourteen properties were identified by this survey and documented on Historic Property Inventory (HPI) forms but were recommended not eligible for listing in the NRHP:

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- 14754 114<sup>th</sup> Avenue NE
- 14900 114<sup>th</sup> Avenue NE
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The Charles Shaw House (11807 Woodinville Drive) and the Dr. Reuben Chase House (property 39187; UW Bothell Campus) have previously been determined eligible for listing in the NRHP, and the Chase House was listed on the NRHP in 1990. However, AHS notes they are both “in previously-modified settings that are well outside the Limits of Construction for the Project, and would not be impacted by the Project as proposed.”

**NRHP Eligibility and Project Effect Determinations**

WSDOT, on behalf of FHWA, is submitting the attached cultural resources survey for your review. Since no project activities will affect the only NRHP-eligible properties, the Charles Shaw House and the Dr. Reuben Chase House, WSDOT considers a determination of **No Adverse Effect** on historic properties appropriate for this undertaking.

Should you require additional information or have any questions please contact our Cultural Resources Specialist, Cassandra Manetas, at 206.805.2895, or by email at [manetac@wsdot.wa.gov](mailto:manetac@wsdot.wa.gov). Thank you for your continued consultation on this project.

Sincerely,

Margaret Kucharski  
ESO MegaPrograms Environmental Manager

Cc: Dennis Wardlaw, DAHP  
Lindsey Handel, FHWA, Urban Area Engineer  
Lisa Hodgson, WSDOT, I-405/SR167 Deputy Program Administrator  
Project File

Atts: Cultural Resources Survey for the Interstate 405, SR 522 Vicinity to SR 527 Express Toll Lanes Improvement Project in King and Snohomish Counties, Washington

October 18, 2019

The Honorable Shawn Yanity, Chair  
Stillaguamish Tribe  
P.O. Box 277  
Arlington, WA 98223

**I-405, SR 522 Vicinity to SR 527 Express Toll Lanes Improvement Project**  
**Re: Request for Comment on Cultural Resources Survey and Effects**  
**Determination**

Dear Chairman Yanity:

This is to inform you that I have forwarded the technical report titled “*Cultural Resources Survey for the Interstate 405, SR 522 Vicinity to SR 527 Express Toll Lanes Improvement Project in King and Snohomish Counties, Washington*” written by Sean Stcherbinine, Ryan Ives, and James Jenks of Archaeological and Historical Services (AHS), Eastern Washington University (dated October 2019) to Kerry Lyste of your staff.

AHS conducted a cultural resource survey of the project’s Area of Potential Effects (APE). The fieldwork included an archaeological pedestrian survey of the entire APE and subsurface exploration of areas with a probability for unknown and significant cultural resources and where planned project activities would result in ground disturbance.

Two archaeological sites, 45KI0757 and 45SN0716, were identified within the APE. Of these, 45KI0757 was previously determined not-eligible for the National Register of Historic Places (NRHP). Site 45SN0716, composed of two adjacent segments of a historic-age logging road, was recorded during this survey. AHS has recommended that the site is not eligible for listing in the NRHP and WSDOT concurs with this recommendation.

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**NRHP Eligibility and Project Effect Determinations**

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Should you require additional information or have any questions please contact our Cultural Resources Specialist, Cassandra Manetas, at 206.805.2895, or by email at [manetac@wsdot.wa.gov](mailto:manetac@wsdot.wa.gov). Thank you for your continued consultation on this project.

Sincerely,

Margaret Kucharski  
ESO MegaPrograms Environmental Manager

Cc: Dennis Wardlaw, DAHP  
Lindsey Handel, FHWA, Urban Area Engineer  
Lisa Hodgson, WSDOT, I-405/SR167 Deputy Program Administrator  
Project File

Atts: Cultural Resources Survey for the Interstate 405, SR 522 Vicinity to SR 527 Express Toll Lanes Improvement Project in King and Snohomish Counties, Washington



October 18, 2019

The Honorable JoDe Goudy, Chair  
Yakama Nation  
P.O. Box 151  
Toppenish, WA 98948

**I-405, SR 522 Vicinity to SR 527 Express Toll Lanes Improvement Project**  
**Re: Request for Comment on Cultural Resources Survey and Effects**  
**Determination**

Dear Chairman Goudy:

This is to inform you that I have forwarded the technical report titled “*Cultural Resources Survey for the Interstate 405, SR 522 Vicinity to SR 527 Express Toll Lanes Improvement Project in King and Snohomish Counties, Washington*” written by Sean Stcherbinine, Ryan Ives, and James Jenks of Archaeological and Historical Services (AHS), Eastern Washington University (dated October 2019) to Johnson Meninick and Jessica Lally of your staff.

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Sincerely,

Margaret Kucharski  
ESO MegaPrograms Environmental Manager

Cc: Dennis Wardlaw, DAHP  
Lindsey Handel, FHWA, Urban Area Engineer  
Lisa Hodgson, WSDOT, I-405/SR167 Deputy Program Administrator  
Project File

Atts: Cultural Resources Survey for the Interstate 405, SR 522 Vicinity to SR 527 Express Toll Lanes Improvement Project in King and Snohomish Counties, Washington



Allyson Brooks Ph.D., Director  
State Historic Preservation Officer

October 31, 2019

Mrs. Cassandra Manetas  
Cultural Resources Specialist  
WA State Dept. of Transportation  
999 Third Ave, Suite 2300  
Seattle, WA. 98104

In future correspondence please refer to:  
Project Tracking Code: 2019-03-01701  
Property: I-405\_ SR 522 Vicinity to SR 527 Express Toll Lanes Project  
Re: More Information Needed

Dear Mrs. Manetas:

Thank you for contacting the Washington State Historic Preservation Officer (SHPO) and Department of Archaeology and Historic Preservation (DAHP) regarding the above referenced proposal. In response, we have reviewed the materials you provided for this project. DAHP requests that the following resources be re-evaluated for the National Register of Historic Places based upon their physical appearances and historic contexts at the time of the survey for the I-405, SR 522 Vicinity to SR 527 Express Toll Lanes Improvement project:

PROPERTY: #90726 Residence  
PROPERTY: #40731 Shaw, George, Residence

We understand that the resources were originally determined to be eligible or not eligible for listing in the National Register previously; however, the "Cultural Resources Survey Research Design" DAHP received dated April 2019 stated on pages 4-5 that "previously-recorded buildings will be updated, if the most recent recordation is greater than ten years of age or if new information regarding the resource has become available." This methodology aligned with DAHP's Standards for Cultural Resource Reporting, and accounts for the passage of time, changing perceptions of significance, or incomplete prior evaluations, per 36 CFR 800.4(c)(1). The survey data upon which those determinations were made is over ten years old, and therefore should be updated.

DAHP requests that the historic context of the cultural resource survey report be updated through the 1970s, in order to best contextualize the history in which most of the resources identified were constructed. DAHP is also requesting that each resource then be considered for eligibility within a potential historic district, in order to completely evaluate their potential for eligibility on the National Register. The report and HPIs do not provide a discussion of this consideration, but page 97 of the cultural resource survey report states that "most of these single-family residences are typical of the era, with repetitive characteristics that typify subdivision development of the era. Many of the single-family residences share common design elements typical of the mass construction of the era, where home buyers chose from a selection of residential models designed to maximize the speed and minimize the cost of construction." To DAHP, this indicates the potential for historic districts, due to the shared history and designs of the residential buildings.





Please note for future reference, all 18 HPIs were marked at the "Intensive Level," but do not meet DAHP's standards for an intensive level HPI. These standards are available in our Standards for Cultural Resource Reporting, as well.

We appreciate receiving copies of any correspondence or comments from concerned tribes and other parties that you receive as you consult under the requirements of 36 CFR 800.4(a)(4). These comments are based on the information available at the time of this review and on behalf of the SHPO pursuant to Section 106 of the National Historic Preservation Act and its implementing regulations 36 CFR 800.

Thank you for the opportunity to review and comment. If you have any questions, please feel free to contact me.

Sincerely,



Dennis Wardlaw  
Transportation Archaeologist  
(360) 586-3085  
dennis.wardlaw@dahp.wa.gov





November 18, 2019

Dr. Allyson Brooks, SHPO  
Department of Archaeology and Historic Preservation (DAHP)  
P.O. Box 48343  
Olympia, WA 98504-8343

**Property: I-405, SR 522 Vicinity to SR 527 Express Toll Lanes Improvement Project**

**DAHP log: 2019-03-01701**

**Re: Request for Comment on Revised Area of Potential Effects**

Dear Dr. Brooks:

Pursuant to the *Programmatic Agreement Pursuant to Section 106 of the National Historic Preservation Act of 1966 (NHPA) among the Federal Highway Administration (FHWA), the Washington State Historic Preservation Officer (SHPO), the Washington State Department of Transportation (WSDOT), the Muckleshoot Indian Tribe, and the Snoqualmie Indian Tribe for Improvements to Interstate 405 (I-405) Corridor (PA)* executed on April 4, 2008, WSDOT, on behalf of FHWA, is continuing consultation with your office in regards to the I-405 – SR 522 Vicinity to SR 527 Express Toll Lanes Improvement Project.

As you may recall, WSDOT consulted with your office while establishing the project's Area of Potential Effects (APE) in July and October of this year. WSDOT is in the process of revising a technical report that identifies historic properties within the larger APE per comments received from your staff in a letter dated October 31, however the project team has since identified a new area that needs to be incorporated into the project's Limits of Construction (LoC) and APE. This letter is intended to document the expanded footprint and invite you to comment on the attached graphic and proposed approach for documentation.

Please provide any comments by December 18, 2019.

### **Expanded APE Footprint**

Consistent with the original APE for the project, the expanded APE includes areas where archaeological resources may be encountered or disturbed and areas where historic structures, landscapes, and viewsheds may be directly or indirectly affected. Potential effects to archaeological sites are primarily anticipated where ground disturbance will occur during project construction. Historic structures may be directly affected by the above described construction activities, and may be indirectly affected by noise, vibration, or changes to the visual environment associated with the construction and implemented use of the proposed project.

The APE for this project is defined by the PA as follows:

- All areas where ground disturbance is planned, including but not limited to: clearing and grubbing, grading, bridge foundations, retaining walls, noise walls, detention ponds, conveyances, and ecology embankments, creation or enhancement of wetland mitigation sites, and staging and stockpiling areas; and,

- Historic properties located either one tax lot on each side of the affected rights-of-way or 200 feet from their margins, whichever is less.

WSDOT has identified one area where new project activities are proposed outside of the existing APE.

- 1) WSDOT recently consulted about a wetland east of I-405 that is needed to construct a stream channel to connect to a new fish passable culvert for Stream 25.0L (MP 25.05) to North Creek on the east side of the parcel. As design to support that work has advanced, additional stream work has been identified west of 405 to connect the new fish passable culvert beneath I-405 to stream connections documented as Zone 24 South in the 2019 *Cultural Resources Survey for the Interstate 405, SR 522 Vicinity to SR 527 Express Toll Lanes Improvement Project in King and Snohomish Counties, Washington*. As with the wetland east of I-405, this new area has not yet been tested and ground disturbance is anticipated up to 22 feet below current ground surface. WSDOT shall include testing for this area in the wetland supplemental report to identify historic properties within this expanded footprint using similar testing methodology outlined in the guidelines attached to the I-405 PA and included in the Project's survey plan shared with your office earlier this year

Should you require additional information or have any questions please contact me at 206.805.2895, or by email at [manetac@wsdot.wa.gov](mailto:manetac@wsdot.wa.gov). Thank you for your consultation on this project.

Sincerely,



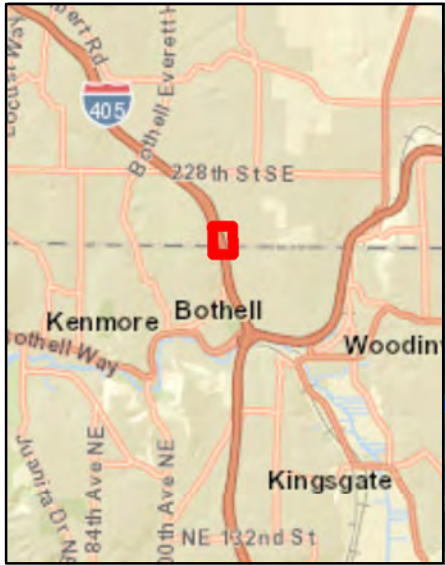
Cassandra Manetas, M.A.

Cultural Resources Specialist, WSDOT ESO MegaPrograms

Cc: Dennis Wardlaw, DAHP  
Lindsey Handel, FHWA, Urban Area Engineer  
Lisa Hodgson, WSDOT, I-405/SR167 Deputy Program Administrator  
Project File

Atts: I-405 – SR 522 Vicinity to SR 527 Express Toll Lanes Improvements Project Revised Area of Potential Effect (APE) Map







November 18, 2019

Bothell Historical Society  
9919 NE 180<sup>th</sup> St.  
Bothell, WA 98011

**I-405, SR 522 Vicinity to SR 527 Express Toll Lanes Improvement Project**  
**Re: Request for Comment on Revised Area of Potential Effects**

To Whom It May Concern:

Pursuant to the *Programmatic Agreement Pursuant to Section 106 of the National Historic Preservation Act of 1966 (NHPA) among the Federal Highway Administration (FHWA), the Washington State Historic Preservation Officer (SHPO), the Washington State Department of Transportation (WSDOT), the Muckleshoot Indian Tribe, and the Snoqualmie Indian Tribe for Improvements to Interstate 405 (I-405) Corridor (PA)* executed on April 4, 2008, WSDOT, on behalf of FHWA, is continuing consultation with your office in regards to the I-405 – SR 522 Vicinity to SR 527 Express Toll Lanes Improvement Project.

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Should you require additional information or have any questions please contact me at 206.805.2895, or by email at [manetac@wsdot.wa.gov](mailto:manetac@wsdot.wa.gov). Thank you for your consultation on this project.

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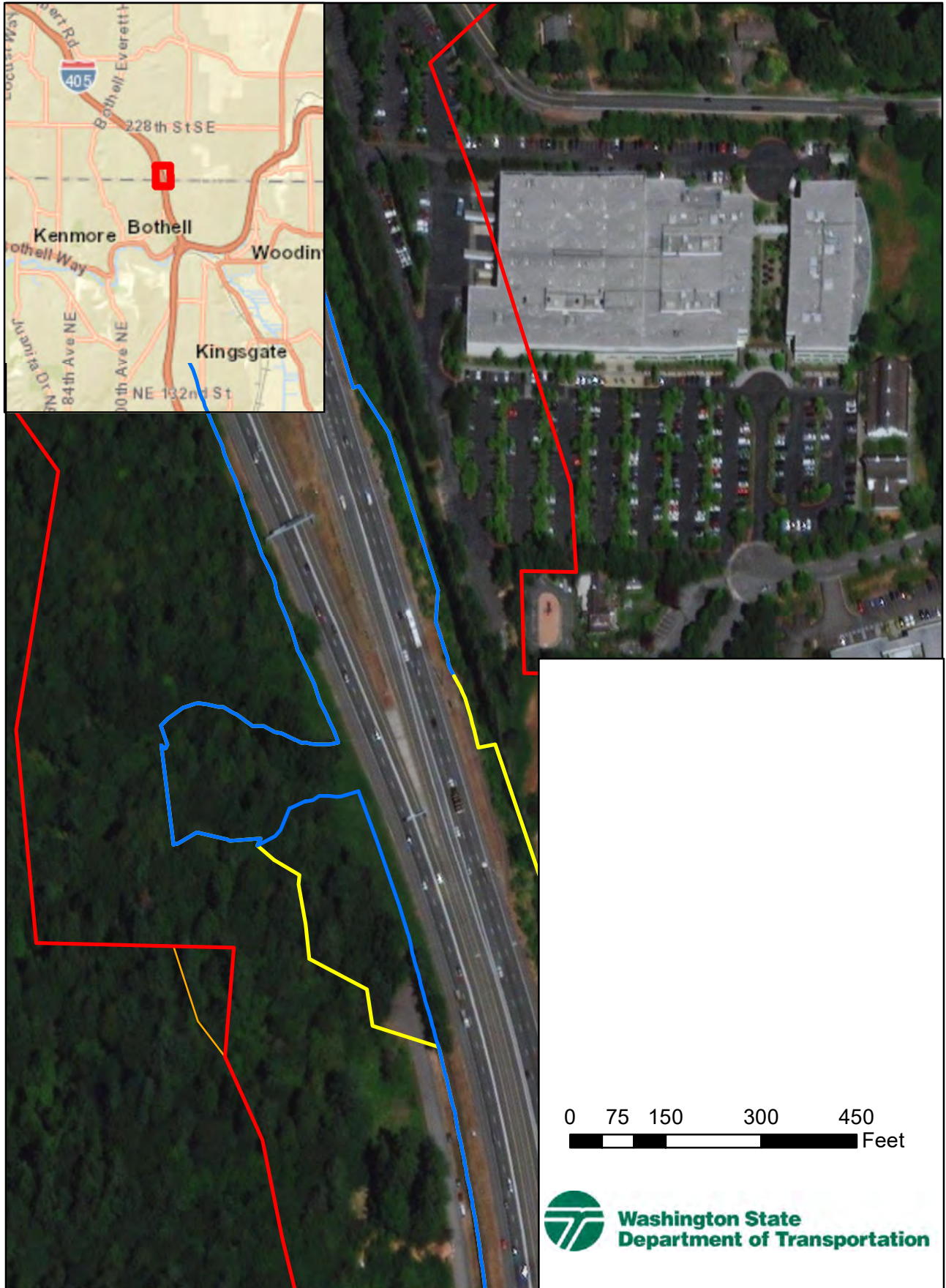
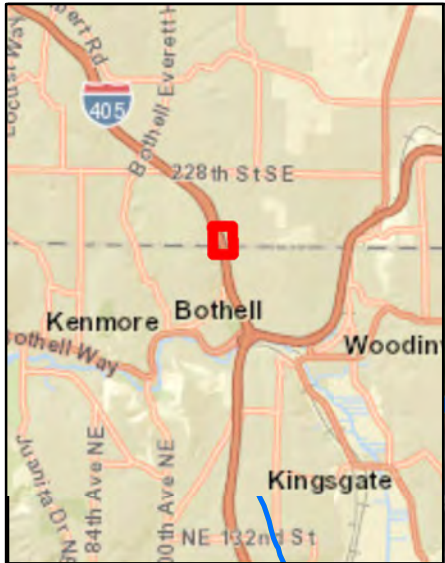


Cassandra Manetas, M.A.  
Cultural Resources Specialist, WSDOT ESO MegaPrograms

Cc: Dennis Wardlaw, DAHP  
Lindsey Handel, FHWA, Urban Area Engineer  
Lisa Hodgson, WSDOT, I-405/SR167 Deputy Program Administrator  
Project File

Atts: I-405 – SR 522 Vicinity to SR 527 Express Toll Lanes Improvements Project Revised Area of Potential Effect (APE) Map





0 75 150 300 450  
Feet



Washington State  
Department of Transportation

November 18, 2019

Phil LeTourneau, Archaeologist  
King County Historic Preservation Program  
201 S. Jackson St.  
Suite 700  
Seattle, WA 98104

**Re: I-405, SR 522 Vicinity to SR 527 Express Toll Lanes Improvement Project  
Request for Comment on Revised Area of Potential Effects**

Dear Mr. LeTourneau:

Pursuant to the *Programmatic Agreement Pursuant to Section 106 of the National Historic Preservation Act of 1966 (NHPA) among the Federal Highway Administration (FHWA), the Washington State Historic Preservation Officer (SHPO), the Washington State Department of Transportation (WSDOT), the Muckleshoot Indian Tribe, and the Snoqualmie Indian Tribe for Improvements to Interstate 405 (I-405) Corridor (PA)* executed on April 4, 2008, WSDOT, on behalf of FHWA, is continuing consultation with your office in regards to the I-405 – SR 522 Vicinity to SR 527 Express Toll Lanes Improvement Project.

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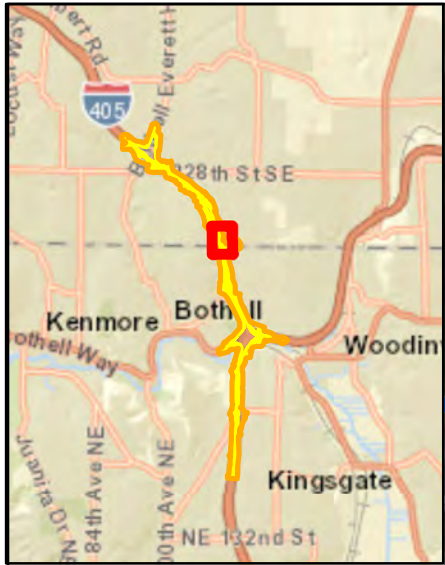
Cassandra Manetas, M.A.

Cultural Resources Specialist, WSDOT ESO MegaPrograms

Cc: Dennis Wardlaw, DAHP  
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Lisa Hodgson, WSDOT, I-405/SR167 Deputy Program Administrator  
Project File

Atts: I-405 – SR 522 Vicinity to SR 527 Express Toll Lanes Improvements Project Revised Area of Potential Effect (APE) Map







November 18, 2019

Gretchen Kaehler, Snohomish County Archaeologist  
Snohomish County  
3000 Rockefeller Ave  
Everett, WA 98201

**I-405, SR 522 Vicinity to SR 527 Express Toll Lanes Improvement Project**  
**Re: Request for Comment on Revised Area of Potential Effects**

Dear Ms. Kaehler:

Pursuant to the *Programmatic Agreement Pursuant to Section 106 of the National Historic Preservation Act of 1966 (NHPA) among the Federal Highway Administration (FHWA), the Washington State Historic Preservation Officer (SHPO), the Washington State Department of Transportation (WSDOT), the Muckleshoot Indian Tribe, and the Snoqualmie Indian Tribe for Improvements to Interstate 405 (I-405) Corridor (PA)* executed on April 4, 2008, WSDOT, on behalf of FHWA, is continuing consultation with your office in regards to the I-405 – SR 522 Vicinity to SR 527 Express Toll Lanes Improvement Project.

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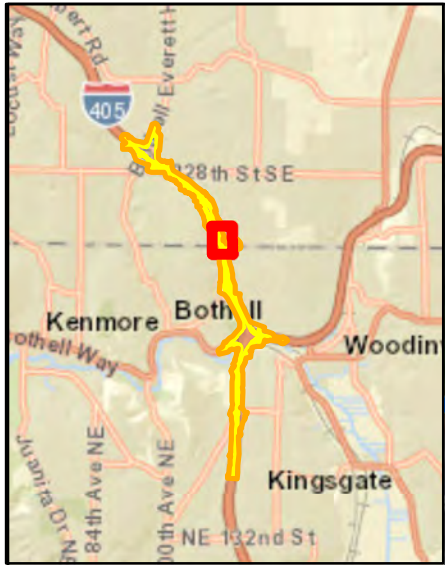


Cassandra Manetas, M.A.  
Cultural Resources Specialist, WSDOT ESO MegaPrograms

Cc: Dennis Wardlaw, DAHP  
Lindsey Handel, FHWA, Urban Area Engineer  
Lisa Hodgson, WSDOT, I-405/SR167 Deputy Program Administrator  
Project File

Atts: I-405 – SR 522 Vicinity to SR 527 Express Toll Lanes Improvements Project Revised Area of Potential Effect (APE) Map







November 18, 2019

The Honorable Cecile Hansen, Chair  
Duwamish Tribe  
4705 W Marginal Way SW  
Seattle, WA 98106

**I-405, SR 522 Vicinity to SR 527 Express Toll Lanes Improvement Project**

Dear Chairwoman Hansen:

Pursuant to the *Programmatic Agreement Pursuant to Section 106 of the National Historic Preservation Act of 1966 (NHPA) among the Federal Highway Administration (FHWA), the Washington State Historic Preservation Officer (SHPO), the Washington State Department of Transportation (WSDOT), the Muckleshoot Indian Tribe, and the Snoqualmie Indian Tribe for Improvements to Interstate 405 (I-405) Corridor (PA)* executed on April 4, 2008, WSDOT, on behalf of FHWA, is continuing consultation with the Duwamish Tribe in regards to the I-405 – SR 522 Vicinity to SR 527 Express Toll Lanes Improvement Project.

As you may recall, WSDOT consulted with your tribe while establishing the project's Area of Potential Effects (APE) in July and October of this year. WSDOT is in the process of revising a technical report that identifies historic properties within the larger APE per comments received during initial review, however the project team has since identified a new area that needs to be incorporated into the project's Limits of Construction (LoC) and APE. This letter is intended to document the expanded footprint and invite you to comment on the attached graphics and proposed approach for documentation.

**Expanded APE Footprint**

Consistent with the original APE for the project, the expanded APE includes areas where archaeological resources may be encountered or disturbed and areas where historic structures, landscapes, and viewsheds may be directly or indirectly affected. Potential effects to archaeological sites are primarily anticipated where ground disturbance will occur during project construction. Historic structures may be directly affected by the above described construction activities, and may be indirectly affected by noise, vibration, or changes to the visual environment associated with the construction and implemented use of the proposed project.

The APE for this project is defined by the PA as follows:

- All areas where ground disturbance is planned, including but not limited to: clearing and grubbing, grading, bridge foundations, retaining walls, noise walls, detention ponds, conveyances, and ecology embankments, creation or enhancement of wetland mitigation sites, and staging and stockpiling areas; and,
- Historic properties located either one tax lot on each side of the affected rights-of-way or 200 feet from their margins, whichever is less.

WSDOT has identified one area where new project activities are proposed outside of the existing APE.



- 1) WSDOT recently consulted about a wetland east of I-405 that is needed to construct a stream channel to connect to a new fish passable culvert for Stream 25.0L (MP 25.05) to North Creek on the east side of the parcel. As design to support that work has advanced, additional stream work has been identified west of 405 to connect the new fish passable culvert beneath I-405 to stream connections documented as Zone 24 South in the 2019 Cultural Resources Survey for the Interstate 405, SR 522 Vicinity to SR 527 Express Toll Lanes Improvement Project in King and Snohomish Counties, Washington. As with the wetland east of I-405, this new area has not yet been tested and ground disturbance is anticipated up to 22 feet below current ground surface. WSDOT shall include testing for this area in the wetland supplemental report to identify historic properties within this expanded footprint using similar testing methodology outlined in the guidelines attached to the I-405 PA and included in the Project's survey plan shared with your office earlier this year.

We respectfully request any comments you may have on the revised limits of construction and APE, or information you may care to provide or comment on related to the identified parcels, by no later than **December 18, 2019**.

Should you require additional information or have any questions please contact our Cultural Resources Specialist at 206.805.2895, or by email at [manetac@wsdot.wa.gov](mailto:manetac@wsdot.wa.gov). Thank you for your consultation on this project.

Sincerely,

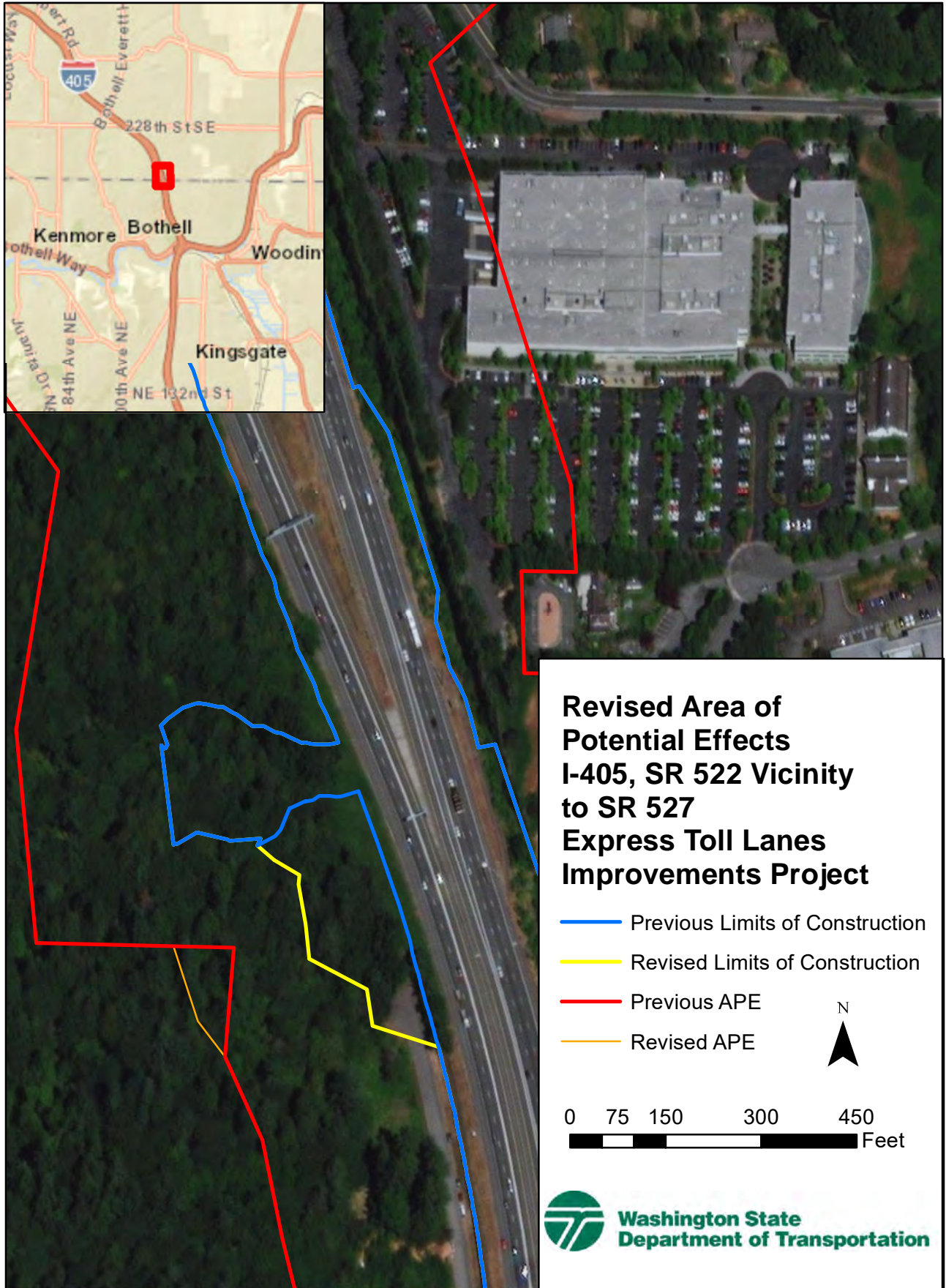
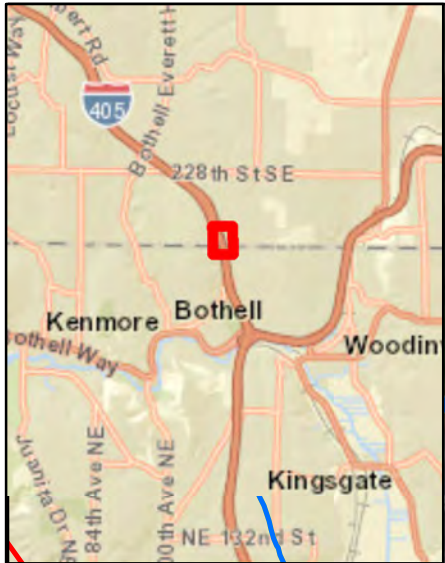


Margaret Kucharski  
ESO MegaPrograms Environmental Manager

Cc: Lindsey Handel, FHWA, Urban Area Engineer  
Lisa Hodgson, WSDOT, I-405/SR167 Deputy Program Administrator  
Project File

Atts: I-405 – SR 522 Vicinity to SR 527 Express Toll Lanes Improvements Project Revised Area of Potential Effect (APE) Map





**Revised Area of  
Potential Effects  
I-405, SR 522 Vicinity  
to SR 527  
Express Toll Lanes  
Improvements Project**

- Previous Limits of Construction
- Revised Limits of Construction
- Previous APE
- Revised APE



0 75 150 300 450  
Feet





November 18, 2019

The Honorable Jaison Elkins, Chair  
Muckleshoot Tribe  
39015 172nd Ave. SE  
Auburn, WA 98092

### **I-405, SR 522 Vicinity to SR 527 Express Toll Lanes Improvement Project**

Dear Chairman Elkins:

Pursuant to the *Programmatic Agreement Pursuant to Section 106 of the National Historic Preservation Act of 1966 (NHPA) among the Federal Highway Administration (FHWA), the Washington State Historic Preservation Officer (SHPO), the Washington State Department of Transportation (WSDOT), the Muckleshoot Indian Tribe, and the Snoqualmie Indian Tribe for Improvements to Interstate 405 (I-405) Corridor (PA)* executed on April 4, 2008, WSDOT, on behalf of FHWA, is continuing consultation with the Muckleshoot Tribe in regards to the I-405 – SR 522 Vicinity to SR 527 Express Toll Lanes Improvement Project.

As you may recall, WSDOT consulted with your tribe while establishing the project's Area of Potential Effects (APE) in July and October of this year. WSDOT is in the process of revising a technical report that identifies historic properties within the larger APE per comments received during initial review, however the project team has since identified a new area that needs to be incorporated into the project's Limits of Construction (LoC) and APE. This letter is intended to document the expanded footprint and invite you to comment on the attached graphics and proposed approach for documentation.

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We respectfully request any comments you may have on the revised limits of construction and APE, or information you may care to provide or comment on related to the identified parcels, by no later than **December 18, 2019**.

Should you require additional information or have any questions please contact our Cultural Resources Specialist at 206.805.2895, or by email at [manetac@wsdot.wa.gov](mailto:manetac@wsdot.wa.gov). Thank you for your consultation on this project.

Sincerely,

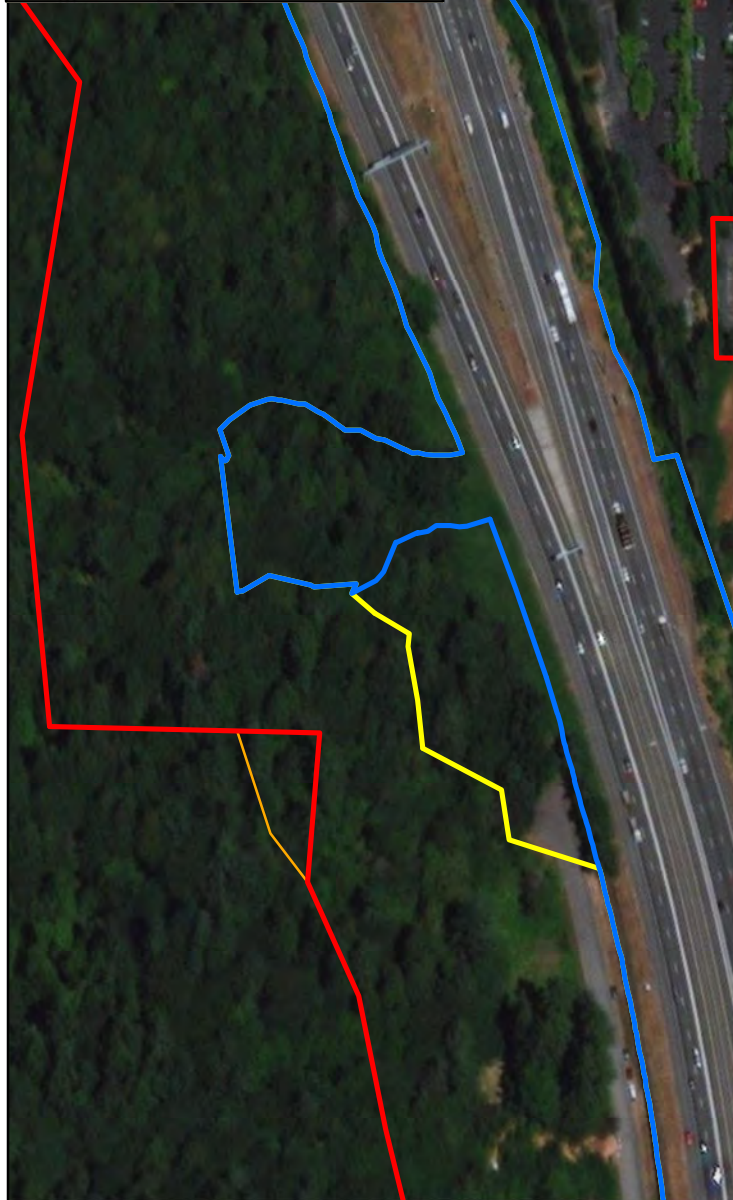
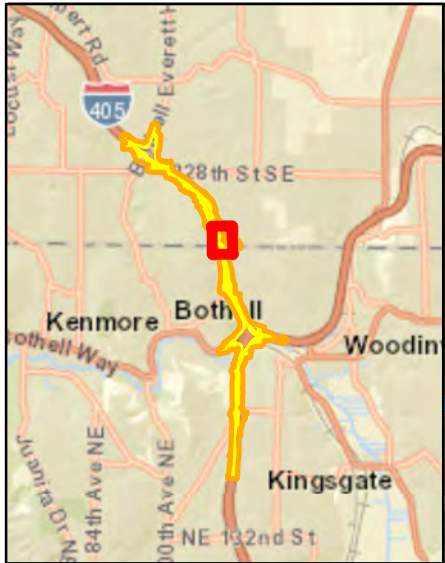


Margaret Kucharski  
ESO MegaPrograms Environmental Manager

Cc: Laura Murphy, Muckleshoot Tribal Archaeologist  
Lindsey Handel, FHWA, Urban Area Engineer  
Lisa Hodgson, WSDOT, I-405/SR167 Deputy Program Administrator  
Project File

Atts: I-405 – SR 522 Vicinity to SR 527 Express Toll Lanes Improvements Project Revised Area of Potential Effect (APE) Map





**Revised Area of  
Potential Effects  
I-405, SR 522 Vicinity  
to SR 527  
Express Toll Lanes  
Improvements Project**

- Previous Limits of Construction
- Revised Limits of Construction
- Previous APE
- Revised APE



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Feet



**Washington State  
Department of Transportation**



November 18, 2019

The Honorable Robert de los Angeles, Chair  
Snoqualmie Tribe  
P.O. Box 969  
Snoqualmie, WA 98065

**I-405, SR 522 Vicinity to SR 527 Express Toll Lanes Improvement Project**

Dear Chairman de los Angeles:

Pursuant to the *Programmatic Agreement Pursuant to Section 106 of the National Historic Preservation Act of 1966 (NHPA) among the Federal Highway Administration (FHWA), the Washington State Historic Preservation Officer (SHPO), the Washington State Department of Transportation (WSDOT), the Muckleshoot Indian Tribe, and the Snoqualmie Indian Tribe for Improvements to Interstate 405 (I-405) Corridor (PA)* executed on April 4, 2008, WSDOT, on behalf of FHWA, is continuing consultation with the Snoqualmie tribe in regards to the I-405 – SR 522 Vicinity to SR 527 Express Toll Lanes Improvement Project.

As you may recall, WSDOT consulted with your tribe while establishing the project's Area of Potential Effects (APE) in July and October of this year. WSDOT is in the process of revising a technical report that identifies historic properties within the larger APE per comments received during initial review, however the project team has since identified a new area that needs to be incorporated into the project's Limits of Construction (LoC) and APE. This letter is intended to document the expanded footprint and invite you to comment on the attached graphics and proposed approach for documentation.

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The APE for this project is defined by the PA as follows:

- All areas where ground disturbance is planned, including but not limited to: clearing and grubbing, grading, bridge foundations, retaining walls, noise walls, detention ponds, conveyances, and ecology embankments, creation or enhancement of wetland mitigation sites, and staging and stockpiling areas; and,
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We respectfully request any comments you may have on the revised limits of construction and APE, or information you may care to provide or comment on related to the identified parcels, by no later than **December 18, 2019**.

Should you require additional information or have any questions please contact our Cultural Resources Specialist at 206.805.2895, or by email at [manetac@wsdot.wa.gov](mailto:manetac@wsdot.wa.gov). Thank you for your consultation on this project.

Sincerely,

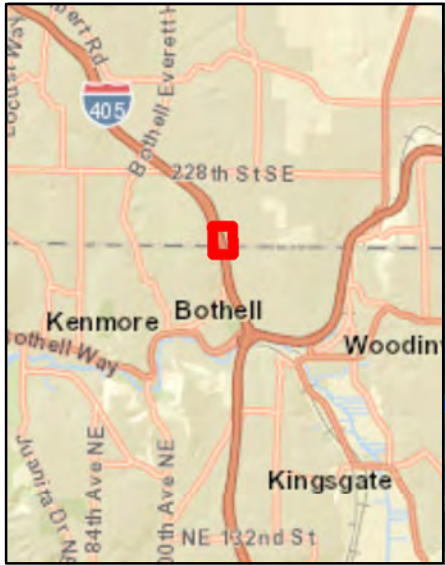


Margaret Kucharski  
ESO MegaPrograms Environmental Manager

Cc: Steven Mullen-Moses, Dir. Archaeology & Historic Preservation, Snoqualmie Tribe  
Adam Osbekoff, Cultural Resource Compliance Manager, Snoqualmie Tribe  
Lindsey Handel, FHWA, Urban Area Engineer  
Lisa Hodgson, WSDOT, I-405/SR167 Deputy Program Administrator  
Steve Shipe, WSDOT, Northwest Region Tribal Liaison  
Project File

Atts: I-405 – SR 522 Vicinity to SR 527 Express Toll Lanes Improvements Project Revised Area of Potential Effect (APE) Map







November 18, 2019

The Honorable JoDe Goudy, Chair  
Yakama Nation  
P.O. Box 151  
Toppenish, WA 98948

**I-405, SR 522 Vicinity to SR 527 Express Toll Lanes Improvement Project**

Dear Chairman Goudy:

Pursuant to the *Programmatic Agreement Pursuant to Section 106 of the National Historic Preservation Act of 1966 (NHPA) among the Federal Highway Administration (FHWA), the Washington State Historic Preservation Officer (SHPO), the Washington State Department of Transportation (WSDOT), the Muckleshoot Indian Tribe, and the Snoqualmie Indian Tribe for Improvements to Interstate 405 (I-405) Corridor (PA)* executed on April 4, 2008, WSDOT, on behalf of FHWA, is continuing consultation with the Yakama Nation in regards to the I-405 – SR 522 Vicinity to SR 527 Express Toll Lanes Improvement Project.

As you may recall, WSDOT consulted with your tribe while establishing the project's Area of Potential Effects (APE) in July and October of this year. WSDOT is in the process of revising a technical report that identifies historic properties within the larger APE per comments received during initial review, however the project team has since identified a new area that needs to be incorporated into the project's Limits of Construction (LoC) and APE. This letter is intended to document the expanded footprint and invite you to comment on the attached graphics and proposed approach for documentation.

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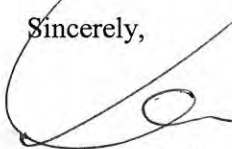


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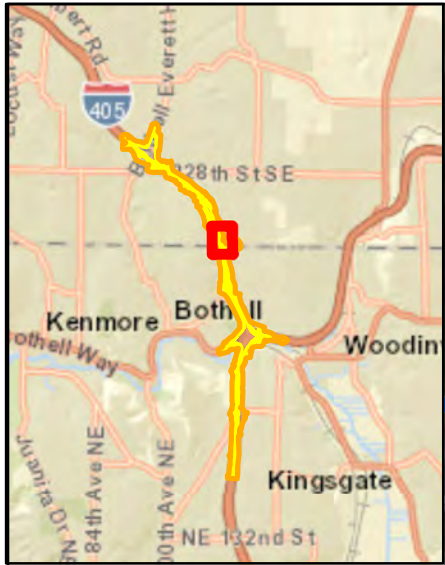


Margaret Kucharski  
ESO MegaPrograms Environmental Manager

Cc: Johnson Meninick, Yakama Nation Cultural Resources  
Jessica Lally, Yakama Nation Archaeologist  
Lindsey Handel, FHWA, Urban Area Engineer  
Lisa Hodgson, WSDOT, I-405/SR167 Deputy Program Administrator  
Steve Shipe, WSDOT, Northwest Region Tribal Liaison  
Project File

Atts: I-405 – SR 522 Vicinity to SR 527 Express Toll Lanes Improvements Project Revised Area of Potential Effect (APE) Map







November 18, 2019

The Honorable Shawn Yanity, Chair  
Stillaguamish Tribe  
P.O. Box 277  
Arlington, WA 98223

**I-405, SR 522 Vicinity to SR 527 Express Toll Lanes Improvement Project**

Dear Chairman Yanity:

Pursuant to the *Programmatic Agreement Pursuant to Section 106 of the National Historic Preservation Act of 1966 (NHPA) among the Federal Highway Administration (FHWA), the Washington State Historic Preservation Officer (SHPO), the Washington State Department of Transportation (WSDOT), the Muckleshoot Indian Tribe, and the Snoqualmie Indian Tribe for Improvements to Interstate 405 (I-405) Corridor (PA)* executed on April 4, 2008, WSDOT, on behalf of FHWA, is continuing consultation with the Stillaguamish tribe in regards to the I-405 – SR 522 Vicinity to SR 527 Express Toll Lanes Improvement Project.

As you may recall, WSDOT consulted with your tribe while establishing the project's Area of Potential Effects (APE) in July and October of this year. WSDOT is in the process of revising a technical report that identifies historic properties within the larger APE per comments received during initial review, however the project team has since identified a new area that needs to be incorporated into the project's Limits of Construction (LoC) and APE. This letter is intended to document the expanded footprint and invite you to comment on the attached graphics and proposed approach for documentation.

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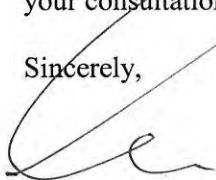


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Sincerely,

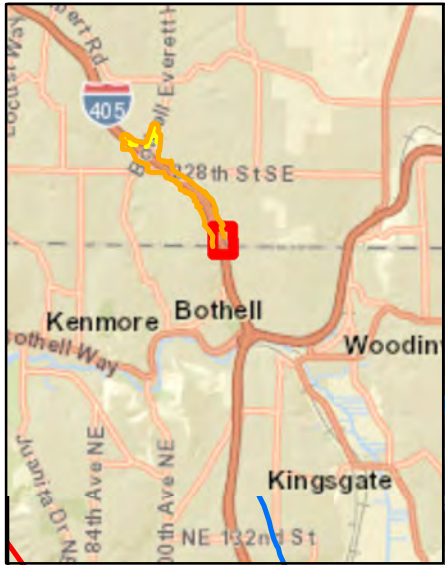


Margaret Kucharski  
ESO MegaPrograms Environmental Manager

Cc: Kerry Lyste, Stillaguamish Tribe THPO  
Sam Barr, Stillaguamish Tribe Cultural Resources  
Lindsey Handel, FHWA, Urban Area Engineer  
Lisa Hodgson, WSDOT, I-405/SR167 Deputy Program Administrator  
Project File

Atts: I-405 – SR 522 Vicinity to SR 527 Express Toll Lanes Improvements Project Revised Area of Potential Effect (APE) Map







Allyson Brooks Ph.D., Director  
State Historic Preservation Officer

November 20, 2019

Mrs. Cassandra Manetas  
Cultural Resources Specialist  
WA State Dept. of Transportation  
999 Third Ave, Suite 2300  
Seattle, WA. 98104

In future correspondence please refer to:  
Project Tracking Code: 2019-03-01701  
Property: I-405\_ SR 522 Vicinity to SR 527 Express Toll Lanes Project  
Re: Revised APE Concur

Dear Mrs. Manetas:

Thank you for contacting the State Historic Preservation Officer (SHPO) and Department of Archaeology and Historic Preservation (DAHP) regarding the above referenced project. In response, we have reviewed your description and map of the revised area of potential effect (APE).

We concur with your definition of the revised APE. Please provide us with your survey methodology before proceeding with any inventories. Along with the results of the inventory we will need to review your consultation with the concerned tribes, and other interested/affected parties. Please provide any correspondence or comments from concerned tribes and/or other parties that you receive as you consult under the requirements of 36 CFR 800.4(a)(4).

These comments are based on the information available at the time of this review and on behalf of the SHPO in conformance with Section 106 of the National Historic Preservation Act and its implementing regulations 36 CFR 800. Should additional information about the project become available, our assessment may be revised.

Thank you for the opportunity to review and comment. Please ensure that the DAHP Project Number (a.k.a. Project Tracking Code) is shared with any hired cultural resource consultants and is attached to any communications or submitted reports. If you have any questions, please feel free to contact me.

Sincerely,

Dennis Wardlaw  
Transportation Archaeologist  
(360) 586-3085  
dennis.wardlaw@dahp.wa.gov



December 11, 2019

Dr. Allyson Brooks, SHPO  
Department of Archaeology and Historic Preservation (DAHP)  
P.O. Box 48343  
Olympia, WA 98504-8343

**Property: I-405, SR 522 Vicinity to SR 527 Express Toll Lanes Improvement Project**

**DAHP log: 2019-03-01701**

**Re: Request for Comment on Revised Cultural Resources Survey and Effects Determination**

Dear Dr. Brooks:

Pursuant to the *Programmatic Agreement Pursuant to Section 106 of the National Historic Preservation Act of 1966 (NHPA) among the Federal Highway Administration (FHWA), the Washington State Historic Preservation Officer (SHPO), the Washington State Department of Transportation (WSDOT), the Muckleshoot Indian Tribe, and the Snoqualmie Indian Tribe for Improvements to Interstate 405 (I-405) Corridor (PA)* executed on April 4, 2008, WSDOT, on behalf of FHWA, is continuing consultation with your office in regards to the I-405 – SR 522 Vicinity to SR 527 Express Toll Lanes Improvement Project. WSDOT is requesting your review of the enclosed cultural resources survey. Following your review, WSDOT, on behalf of FHWA, requests your concurrence with our effect determination for the undertaking as detailed below.

WSDOT, on behalf of FHWA, initiated consultation with your office in regards to the Area of Potential Effects (APE) by letter in March 2019. Your office provided a concurrence with the APE on March 11, 2019. WSDOT also initiated consultation with King County, Snohomish County, and the Bothell Historical Society as consulting parties and with the Muckleshoot Tribe, Snoqualmie Indian Tribe, Stillaguamish Tribe of Indians, and the Yakama Nation as Indian tribes who may attach religious or cultural significance to historic properties that may be affected by the undertaking. No comments were received during WSDOT's tribal consultation and/or consulting parties' coordination.

An earlier version of this report was submitted to DAHP, Tribes, and other interested parties for review in October of 2019. Based on their review, DAHP requested additional information on the Project's built environment APE, including updating 10 year old survey data for properties 90726 and 4073, updating the historic context through the 1970s, and to include consideration of each resource as part of a potential historic district.

James Jenks, an Architectural Historian with Archaeological and Historical Services (AHS), Eastern Washington University, updated the report and Historic Property Inventory (HPI) forms to address DAHP comments. Historic context has been added to the report, and the survey data for property 4073 (The George Shaw House) has been updated. During this update AHS noted that, due to issues of scale on previous graphics, property 90726 had been included in the original report but actually lies outside of the APE. This was confirmed using GIS data and measurements from the Limits of Construction line, and as such property 90726 has been removed from the revised report.



AHS also considered each of the fourteen historic built environment properties as a potential contributing element to a historic district. Six properties were found to be contributing elements to two potential historic districts, with three located in each district. The two districts are potentially eligible for the National Register however they are made up of hundreds of 1960's tract houses, most of which are located outside of the APE. As such, a full evaluation of the districts and formal determination of eligibility is beyond the scope and scale of this project; for the purposes of this project the districts are considered potentially eligible but remain unevaluated as a whole.

### **Summary of Revised Survey Results**

As previously shared with your office, one archaeological site (45SN0716) composed of two adjacent segments of a historic-age logging road was recorded during this survey. AHS has recommended that the site is not eligible for listing in the NRHP and WSDOT concurs with this recommendation. Archaeological monitoring is recommended in the areas where subsurface testing identified deep fill overlying intact Holocene deposits.

Eight properties were identified by this survey and documented on Historic Property Inventory (HPI) forms but were recommended not eligible for listing in the NRHP:

- 14712 114<sup>th</sup> Avenue NE
- 14726 114<sup>th</sup> Avenue NE
- 14732 114<sup>th</sup> Avenue NE
- 14740 114<sup>th</sup> Avenue NE
- 14746 114<sup>th</sup> Avenue NE
- 14906 114<sup>th</sup> Avenue NE
- 11403 E Riverside Drive
- 19425 112<sup>th</sup> Avenue NE

Six additional properties were identified and recommended not individually eligible for listing, but they are considered contributing elements of the potentially eligible Windsor Vista and Queensgate Historic Districts:

- 14720 114<sup>th</sup> Avenue NE
- 14754 114<sup>th</sup> Avenue NE
- 14900 114<sup>th</sup> Avenue NE
- 15219 116<sup>th</sup> Place NE
- 15223 116<sup>th</sup> Place NE
- 15227 116<sup>th</sup> Place NE

These properties will not be directly affected, and adjacent project activities have limited potential to cause indirect effects due to existing sound walls and extensive mature vegetation.

The Charles Shaw House (11807 Woodinville Drive) and the Dr. Reuben Chase House (property 39187; UW Bothell Campus) have previously been determined eligible for listing in the NRHP, and the Chase House was listed on the NRHP in 1990. However, AHS notes they are both “in previously-modified settings that are well outside the Limits of Construction for the Project, and would not be impacted by the Project as proposed.”

### **NRHP Eligibility and Project Effect Determinations**

WSDOT, on behalf of FHWA, is submitting the attached revised cultural resources survey for your review. WSDOT requests your concurrence with the NRHP eligibility determinations for 45SN0716 and the buildings previously listed. The archaeological site form and HPI forms for these buildings have been submitted electronically. Since no project activities will affect the NRHP-eligible Charles Shaw House and the Dr. Reuben Chase House, nor will they affect the potentially eligible Windsor Vista and Queensgate Historic Districts, WSDOT considers a determination **No Adverse Effect** on historic properties appropriate for this undertaking. WSDOT also requests your concurrence with this effect determination.

Please provide your response to this request by January 11, 2020.

Should you require additional information or have any questions please contact me at 206.805.2895, or by email at [manetac@wsdot.wa.gov](mailto:manetac@wsdot.wa.gov). Thank you for your continued consultation on this project.

Sincerely,

A handwritten signature in blue ink that reads "Cassandra Manetas".

Cassandra Manetas, M.A.  
Cultural Resources Specialist, WSDOT ESO MegaPrograms

CM:ss

Cc: Dennis Wardlaw, DAHP  
Lindsey Handel, FHWA, Urban Area Engineer  
Robert Woeck, WSDOT I-405 Program Environmental Engineering Manager  
Project File

Atts: Cultural Resources Survey for the Interstate 405, SR 522 Vicinity to SR 527 Express Toll Lanes Improvement Project in King and Snohomish Counties, Washington

December 11, 2019

The Honorable Jaison Elkins, Chair  
Muckleshoot Tribe  
39015 172nd Ave. SE  
Auburn, WA 98092

**I-405, SR 522 Vicinity to SR 527 Express Toll Lanes Improvement  
Project**

**Re: Request for Comment on Revised Cultural Resources Survey and Effects  
Determination**

Dear Chairman Elkins:

Pursuant to the *Programmatic Agreement Pursuant to Section 106 of the National Historic Preservation Act of 1966 (NHPA) among the Federal Highway Administration (FHWA), the Washington State Historic Preservation Officer (SHPO), the Washington State Department of Transportation (WSDOT), the Muckleshoot Indian Tribe, and the Snoqualmie Indian Tribe for Improvements to Interstate 405 (I-405) Corridor (PA)* executed on April 4, 2008, WSDOT, on behalf of FHWA, is continuing consultation with your tribe in regards to the I-405 – SR 522 Vicinity to SR 527 Express Toll Lanes Improvement Project. WSDOT is requesting your review of the enclosed revised cultural resources survey.

An earlier version of this report was submitted to DAHP, Tribes, and other interested parties for review in October of 2019. Based on their review, DAHP requested additional information on the Project's built environment APE, including updating 10 year old survey data for properties 90726 and 4073, updating the historic context through the 1970s, and to include consideration of each resource as part of a potential historic district.

James Jenks, an Architectural Historian with Archaeological and Historical Services (AHS), Eastern Washington University, updated the report and Historic Property Inventory (HPI) forms to address DAHP comments. Historic context has been added to the report, and the survey data for property 4073 (The George Shaw House) has been updated. During this update AHS noted that, due to issues of scale on previous graphics, property 90726 had been included in the original report but actually lies outside of the APE. This was confirmed using GIS data and measurements from the Limits of Construction line, and as such property 90726 has been removed from the revised report.

AHS also considered each of the fourteen historic built environment properties as a potential contributing element to a historic district. Six properties were found to be contributing elements to two potential historic districts, with three located in each district. The two districts are



potentially eligible for the National Register however they are made up of hundreds of 1960's tract houses, most of which are located outside of the APE. As such, a full evaluation of the districts and formal determination of eligibility is beyond the scope and scale of this project; for the purposes of this project the districts are considered potentially eligible but remain unevaluated as a whole.

### **Summary of Revised Survey Results**

As previously shared with your staff, one archaeological site (45SN0716) composed of two adjacent segments of a historic-age logging road was recorded during this survey. AHS has recommended that the site is not eligible for listing in the NRHP and WSDOT concurs with this recommendation. Archaeological monitoring is recommended in the areas where subsurface testing identified deep fill overlying intact Holocene deposits.

Eight properties were identified by this survey and documented on Historic Property Inventory (HPI) forms but were recommended not eligible for listing in the NRHP:

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- 11403 E Riverside Drive
- 19425 112<sup>th</sup> Avenue NE

Six additional properties were identified and recommended not individually eligible for listing, but they are considered contributing elements of the potentially eligible Windsor Vista and Queensgate Historic Districts:

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- 14754 114<sup>th</sup> Avenue NE
- 14900 114<sup>th</sup> Avenue NE
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These properties will not be directly affected, and adjacent project activities have limited potential to cause indirect effects due to existing sound walls and extensive mature vegetation.

The Charles Shaw House (11807 Woodinville Drive) and the Dr. Reuben Chase House (property 39187; UW Bothell Campus) have previously been determined eligible for listing in the NRHP, and the Chase House was listed on the NRHP in 1990. However, AHS notes they are both “in previously-modified settings that are well outside the Limits of Construction for the Project, and would not be impacted by the Project as proposed.”

### **NRHP Eligibility and Project Effect Determinations**

WSDOT, on behalf of FHWA, is submitting the attached revised cultural resources survey for your review. Since no project activities will affect the NRHP-eligible Charles Shaw House and the Dr. Reuben Chase House, nor will they affect the potentially eligible Windsor Vista and Queensgate Historic Districts, WSDOT considers a determination **No Adverse Effect** on historic properties appropriate for this undertaking.

Please provide your response to this request by January 11, 2020.

Should you require additional information or have any questions please contact our Cultural Resources Specialist, Cassandra Manetas, at 206.805.2895, or by email at [manetac@wsdot.wa.gov](mailto:manetac@wsdot.wa.gov). Thank you for your continued consultation on this project.

Sincerely,



Margaret Kucharski  
ESO MegaPrograms Environmental Manager

MK:ss

Cc: Laura Murphy, Muckleshoot Tribal Archaeologist, w/ attachments  
Dennis Wardlaw, DAHP  
Lindsey Handel, FHWA, Urban Area Engineer  
Robert Woeck, WSDOT I-405 Program Environmental Engineering Manager  
Project File

Atts: Cultural Resources Survey for the Interstate 405, SR 522 Vicinity to SR 527 Express Toll Lanes Improvement Project in King and Snohomish Counties, Washington

December 11, 2019

The Honorable Robert de los Angeles, Chair  
Snoqualmie Tribe  
P.O. Box 969  
Snoqualmie, WA 98065

**I-405, SR 522 Vicinity to SR 527 Express Toll Lanes Improvement  
Project**

**Re: Request for Comment on Revised Cultural Resources Survey and Effects  
Determination**

Dear Chairman de los Angeles:

Pursuant to the *Programmatic Agreement Pursuant to Section 106 of the National Historic Preservation Act of 1966 (NHPA) among the Federal Highway Administration (FHWA), the Washington State Historic Preservation Officer (SHPO), the Washington State Department of Transportation (WSDOT), the Muckleshoot Indian Tribe, and the Snoqualmie Indian Tribe for Improvements to Interstate 405 (I-405) Corridor (PA)* executed on April 4, 2008, WSDOT, on behalf of FHWA, is continuing consultation with your tribe in regards to the I-405 – SR 522 Vicinity to SR 527 Express Toll Lanes Improvement Project. WSDOT is requesting your review of the enclosed revised cultural resources survey.

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Sincerely,



Margaret Kucharski  
ESO MegaPrograms Environmental Manager

MK:ss

Cc: Steven Mullen-Moses, Director Archaeology & Historic Preservation, Snoqualmie Tribe, w/ attachments  
Adam Osbekoff, Cultural Resource Compliance Manager, Snoqualmie Tribe, w/ attachments  
Dennis Wardlaw, DAHP  
Lindsey Handel, FHWA, Urban Area Engineer  
Robert Woeck, WSDOT I-405 Program Environmental Engineering Manager  
Project File

Atts: Cultural Resources Survey for the Interstate 405, SR 522 Vicinity to SR 527 Express Toll Lanes Improvement Project in King and Snohomish Counties, Washington

December 11, 2019

The Honorable Shawn Yanity, Chair  
Stillaguamish Tribe  
P.O. Box 277  
Arlington, WA 98223

**I-405, SR 522 Vicinity to SR 527 Express Toll Lanes Improvement  
Project**

**Re: Request for Comment on Revised Cultural Resources Survey and Effects  
Determination**

Dear Chairman Yanity:

Pursuant to the *Programmatic Agreement Pursuant to Section 106 of the National Historic Preservation Act of 1966 (NHPA) among the Federal Highway Administration (FHWA), the Washington State Historic Preservation Officer (SHPO), the Washington State Department of Transportation (WSDOT), the Muckleshoot Indian Tribe, and the Snoqualmie Indian Tribe for Improvements to Interstate 405 (I-405) Corridor (PA)* executed on April 4, 2008, WSDOT, on behalf of FHWA, is continuing consultation with your tribe in regards to the I-405 – SR 522 Vicinity to SR 527 Express Toll Lanes Improvement Project. WSDOT is requesting your review of the enclosed revised cultural resources survey.

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The Charles Shaw House (11807 Woodinville Drive) and the Dr. Reuben Chase House (property 39187; UW Bothell Campus) have previously been determined eligible for listing in the NRHP, and the Chase House was listed on the NRHP in 1990. However, AHS notes they are both “in previously-modified settings that are well outside the Limits of Construction for the Project, and would not be impacted by the Project as proposed.”

### **NRHP Eligibility and Project Effect Determinations**

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Should you require additional information or have any questions please contact our Cultural Resources Specialist, Cassandra Manetas, at 206.805.2895, or by email at [manetac@wsdot.wa.gov](mailto:manetac@wsdot.wa.gov). Thank you for your continued consultation on this project.

Sincerely,



Margaret Kucharski  
ESO MegaPrograms Environmental Manager

MK:ss

Cc: Kerry Lyste, THPO, GIS Analyst, Database Administrator, Stillaguamish Tribe, w/ attachments  
Sam Barr, Stillaguamish Tribe Cultural Resources, w/ attachments  
Dennis Wardlaw, DAHP  
Lindsey Handel, FHWA, Urban Area Engineer  
Robert Woeck, WSDOT I-405 Program Environmental Engineering Manager  
Project File

Atts: Cultural Resources Survey for the Interstate 405, SR 522 Vicinity to SR 527 Express Toll Lanes Improvement Project in King and Snohomish Counties, Washington

December 11, 2019

The Honorable JoDe Goudy, Chair  
Yakama Nation  
P.O. Box 151  
Toppenish, WA 98948

**I-405, SR 522 Vicinity to SR 527 Express Toll Lanes Improvement  
Project**

**Re: Request for Comment on Revised Cultural Resources Survey and Effects  
Determination**

Dear Chairman Goudy:

Pursuant to the *Programmatic Agreement Pursuant to Section 106 of the National Historic Preservation Act of 1966 (NHPA) among the Federal Highway Administration (FHWA), the Washington State Historic Preservation Officer (SHPO), the Washington State Department of Transportation (WSDOT), the Muckleshoot Indian Tribe, and the Snoqualmie Indian Tribe for Improvements to Interstate 405 (I-405) Corridor (PA)* executed on April 4, 2008, WSDOT, on behalf of FHWA, is continuing consultation with your tribe in regards to the I-405 – SR 522 Vicinity to SR 527 Express Toll Lanes Improvement Project. WSDOT is requesting your review of the enclosed revised cultural resources survey.

An earlier version of this report was submitted to DAHP, Tribes, and other interested parties for review in October of 2019. Based on their review, DAHP requested additional information on the Project's built environment APE, including updating 10 year old survey data for properties 90726 and 4073, updating the historic context through the 1970s, and to include consideration of each resource as part of a potential historic district.

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As previously shared with your staff, one archaeological site (45SN0716) composed of two adjacent segments of a historic-age logging road was recorded during this survey. AHS has recommended that the site is not eligible for listing in the NRHP and WSDOT concurs with this recommendation. Archaeological monitoring is recommended in the areas where subsurface testing identified deep fill overlying intact Holocene deposits.

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### **NRHP Eligibility and Project Effect Determinations**

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Sincerely,



Margaret Kucharski  
ESO MegaPrograms Environmental Manager

MK:ss

Cc: Johnson Meninick, Cultural Resources Yakama Nation w/ attachments  
Jessica Lally, Yakama Nation Archaeologist, w/ attachments  
Dennis Wardlaw, DAHP  
Lindsey Handel, FHWA, Urban Area Engineer  
Robert Woeck, WSDOT I-405 Program Environmental Engineering Manager  
Project File

Atts: Cultural Resources Survey for the Interstate 405, SR 522 Vicinity to SR 527 Express Toll Lanes Improvement Project in King and Snohomish Counties, Washington

December 11, 2019

The Honorable Cecile Hansen, Chair  
Duwamish Tribe  
4705 W Marginal Way SW  
Seattle, WA 98106

**I-405, SR 522 Vicinity to SR 527 Express Toll Lanes Improvement  
Project**

**Re: Request for Comment on Revised Cultural Resources Survey and Effects  
Determination**

Dear Chairwoman Hansen:

Pursuant to the *Programmatic Agreement Pursuant to Section 106 of the National Historic Preservation Act of 1966 (NHPA) among the Federal Highway Administration (FHWA), the Washington State Historic Preservation Officer (SHPO), the Washington State Department of Transportation (WSDOT), the Muckleshoot Indian Tribe, and the Snoqualmie Indian Tribe for Improvements to Interstate 405 (I-405) Corridor (PA)* executed on April 4, 2008, WSDOT, on behalf of FHWA, is continuing consultation with your tribe in regards to the I-405 – SR 522 Vicinity to SR 527 Express Toll Lanes Improvement Project. WSDOT is requesting your review of the enclosed revised cultural resources survey.

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Margaret Kucharski  
ESO MegaPrograms Environmental Manager

MK:ss

Cc: Dennis Wardlaw, DAHP  
Lindsey Handel, FHWA, Urban Area Engineer  
Robert Woeck, WSDOT I-405 Program Environmental Engineering Manager  
Project File

Atts: Cultural Resources Survey for the Interstate 405, SR 522 Vicinity to SR 527 Express Toll Lanes Improvement Project in  
King and Snohomish Counties, Washington

December 11, 2019

Gretchen Kaehler, Snohomish County Archaeologist  
Snohomish County  
3000 Rockefeller Ave  
Everett, WA 98201

**I-405, SR 522 Vicinity to SR 527 Express Toll Lanes Improvement  
Project**

**Re: Request for Comment on Revised Cultural Resources Survey and Effects  
Determination**

Dear Ms. Kaehler:

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The Charles Shaw House (11807 Woodinville Drive) and the Dr. Reuben Chase House (property 39187; UW Bothell Campus) have previously been determined eligible for listing in the NRHP, and the Chase House was listed on the NRHP in 1990. However, AHS notes they are both “in previously-modified settings that are well outside the Limits of Construction for the Project, and would not be impacted by the Project as proposed.”

### **NRHP Eligibility and Project Effect Determinations**

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Please provide your response to this request by January 11, 2020.

Should you require additional information or have any questions please contact me at 206.805.2895, or by email at [manetac@wsdot.wa.gov](mailto:manetac@wsdot.wa.gov). Thank you for your continued consultation on this project.

Sincerely,

A handwritten signature in blue ink that reads "Cassandra Manetas".

Cassandra Manetas, M.A.  
Cultural Resources Specialist, WSDOT ESO MegaPrograms

CM:ss

Cc: Dennis Wardlaw, DAHP  
Lindsey Handel, FHWA, Urban Area Engineer  
Robert Woeck, WSDOT I-405 Program Environmental Engineering Manager  
Project File

Atts: Cultural Resources Survey for the Interstate 405, SR 522 Vicinity to SR 527 Express Toll Lanes Improvement Project in King and Snohomish Counties, Washington

December 11, 2019

Phil LeTourneau, Archaeologist  
King County Historic Preservation Program  
201 S. Jackson St.  
Suite 700  
Seattle, WA 98104

**I-405, SR 522 Vicinity to SR 527 Express Toll Lanes Improvement  
Project**

**Re: Request for Comment on Revised Cultural Resources Survey and Effects  
Determination**

Dear Mr. LeTourneau:

Pursuant to the *Programmatic Agreement Pursuant to Section 106 of the National Historic Preservation Act of 1966 (NHPA) among the Federal Highway Administration (FHWA), the Washington State Historic Preservation Officer (SHPO), the Washington State Department of Transportation (WSDOT), the Muckleshoot Indian Tribe, and the Snoqualmie Indian Tribe for Improvements to Interstate 405 (I-405) Corridor (PA)* executed on April 4, 2008, WSDOT, on behalf of FHWA, is continuing consultation with your office in regards to the I-405 – SR 522 Vicinity to SR 527 Express Toll Lanes Improvement Project. WSDOT is requesting your review of the enclosed revised cultural resources survey.

An earlier version of this report was submitted to DAHP, Tribes, and other interested parties for review in October of 2019. Based on their review, DAHP requested additional information on the Project's built environment APE, including updating 10 year old survey data for properties 90726 and 4073, updating the historic context through the 1970s, and to include consideration of each resource as part of a potential historic district.

James Jenks, an Architectural Historian with Archaeological and Historical Services (AHS), Eastern Washington University, updated the report and Historic Property Inventory (HPI) forms to address DAHP comments. Historic context has been added to the report, and the survey data for property 4073 (The George Shaw House) has been updated. During this update AHS noted that, due to issues of scale on previous graphics, property 90726 had been included in the original report but actually lies outside of the APE. This was confirmed using GIS data and measurements from the Limits of Construction line, and as such property 90726 has been removed from the revised report.

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potentially eligible for the National Register however they are made up of hundreds of 1960's tract houses, most of which are located outside of the APE. As such, a full evaluation of the districts and formal determination of eligibility is beyond the scope and scale of this project; for the purposes of this project the districts are considered potentially eligible but remain unevaluated as a whole.

### **Summary of Revised Survey Results**

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### **NRHP Eligibility and Project Effect Determinations**

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Please provide your response to this request by January 11, 2020.

Should you require additional information or have any questions please contact me at 206.805.2895, or by email at [manetac@wsdot.wa.gov](mailto:manetac@wsdot.wa.gov). Thank you for your continued consultation on this project.

Sincerely,

A handwritten signature in blue ink that reads "Cassandra Manetas".

Cassandra Manetas, M.A.  
Cultural Resources Specialist, WSDOT ESO MegaPrograms

CM:ss

Cc: Dennis Wardlaw, DAHP  
Lindsey Handel, FHWA, Urban Area Engineer  
Robert Woeck, WSDOT I-405 Program Environmental Engineering Manager  
Project File

Atts: Cultural Resources Survey for the Interstate 405, SR 522 Vicinity to SR 527 Express Toll Lanes Improvement Project in King and Snohomish Counties, Washington

December 11, 2019

Gretchen Kaehler, Snohomish County Archaeologist  
Snohomish County  
3000 Rockefeller Ave  
Everett, WA 98201

**I-405, SR 522 Vicinity to SR 527 Express Toll Lanes Improvement  
Project**

**Re: Request for Comment on Revised Cultural Resources Survey and Effects  
Determination**

Dear Ms. Kaehler:

Pursuant to the *Programmatic Agreement Pursuant to Section 106 of the National Historic Preservation Act of 1966 (NHPA) among the Federal Highway Administration (FHWA), the Washington State Historic Preservation Officer (SHPO), the Washington State Department of Transportation (WSDOT), the Muckleshoot Indian Tribe, and the Snoqualmie Indian Tribe for Improvements to Interstate 405 (I-405) Corridor (PA)* executed on April 4, 2008, WSDOT, on behalf of FHWA, is continuing consultation with your office in regards to the I-405 – SR 522 Vicinity to SR 527 Express Toll Lanes Improvement Project. WSDOT is requesting your review of the enclosed revised cultural resources survey.

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James Jenks, an Architectural Historian with Archaeological and Historical Services (AHS), Eastern Washington University, updated the report and Historic Property Inventory (HPI) forms to address DAHP comments. Historic context has been added to the report, and the survey data for property 4073 (The George Shaw House) has been updated. During this update AHS noted that, due to issues of scale on previous graphics, property 90726 had been included in the original report but actually lies outside of the APE. This was confirmed using GIS data and measurements from the Limits of Construction line, and as such property 90726 has been removed from the revised report.

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potentially eligible for the National Register however they are made up of hundreds of 1960's tract houses, most of which are located outside of the APE. As such, a full evaluation of the districts and formal determination of eligibility is beyond the scope and scale of this project; for the purposes of this project the districts are considered potentially eligible but remain unevaluated as a whole.

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Cassandra Manetas, M.A.  
Cultural Resources Specialist, WSDOT ESO MegaPrograms

CM:ss

Cc: Dennis Wardlaw, DAHP  
Lindsey Handel, FHWA, Urban Area Engineer  
Robert Woeck, WSDOT I-405 Program Environmental Engineering Manager  
Project File

Atts: Cultural Resources Survey for the Interstate 405, SR 522 Vicinity to SR 527 Express Toll Lanes Improvement Project in King and Snohomish Counties, Washington

December 11, 2019

Sarah (Church) Desimone  
City of Bothell  
Landmark Preservation Board  
18415 101<sup>st</sup> Avenue NE  
Bothell, WA 98011

**I-405, SR 522 Vicinity to SR 527 Express Toll Lanes Improvement  
Project**

**Re: Request for Comment on Revised Cultural Resources Survey and Effects  
Determination**

Dear Ms. Desimone:

Pursuant to the *Programmatic Agreement Pursuant to Section 106 of the National Historic Preservation Act of 1966 (NHPA) among the Federal Highway Administration (FHWA), the Washington State Historic Preservation Officer (SHPO), the Washington State Department of Transportation (WSDOT), the Muckleshoot Indian Tribe, and the Snoqualmie Indian Tribe for Improvements to Interstate 405 (I-405) Corridor (PA)* executed on April 4, 2008, WSDOT, on behalf of FHWA, is continuing consultation with your office in regards to the I-405 – SR 522 Vicinity to SR 527 Express Toll Lanes Improvement Project. WSDOT is requesting your review of the enclosed revised cultural resources survey.

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Cultural Resources Specialist, WSDOT ESO MegaPrograms

CM:ss

Cc: Dennis Wardlaw, DAHP  
Lindsey Handel, FHWA, Urban Area Engineer  
Robert Woeck, WSDOT I-405 Program Environmental Engineering Manager  
Project File

Atts: Cultural Resources Survey for the Interstate 405, SR 522 Vicinity to SR 527 Express Toll Lanes Improvement Project in King and Snohomish Counties, Washington

December 11, 2019

Bothell Historical Society  
9919 NE 180th St.  
Bothell, WA 98011

**I-405, SR 522 Vicinity to SR 527 Express Toll Lanes Improvement  
Project**

**Re: Request for Comment on Revised Cultural Resources Survey and Effects  
Determination**

To Whom It May Concern:

Pursuant to the *Programmatic Agreement Pursuant to Section 106 of the National Historic Preservation Act of 1966 (NHPA) among the Federal Highway Administration (FHWA), the Washington State Historic Preservation Officer (SHPO), the Washington State Department of Transportation (WSDOT), the Muckleshoot Indian Tribe, and the Snoqualmie Indian Tribe for Improvements to Interstate 405 (I-405) Corridor (PA)* executed on April 4, 2008, WSDOT, on behalf of FHWA, is continuing consultation with your office in regards to the I-405 – SR 522 Vicinity to SR 527 Express Toll Lanes Improvement Project. WSDOT is requesting your review of the enclosed revised cultural resources survey.

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Please provide your response to this request by January 11, 2020.

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Sincerely,

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Cassandra Manetas, M.A.  
Cultural Resources Specialist, WSDOT ESO MegaPrograms

CM:ss

Cc: Dennis Wardlaw, DAHP  
Lindsey Handel, FHWA, Urban Area Engineer  
Robert Woeck, WSDOT I-405 Program Environmental Engineering Manager  
Project File

Atts: Cultural Resources Survey for the Interstate 405, SR 522 Vicinity to SR 527 Express Toll Lanes Improvement Project in King and Snohomish Counties, Washington



Allyson Brooks Ph.D., Director  
State Historic Preservation Officer

December 16, 2019

Mrs. Cassandra Manetas  
Cultural Resources Specialist  
WA State Dept. of Transportation  
999 Third Ave, Suite 2300  
Seattle, WA. 98104

In future correspondence please refer to:  
Project Tracking Code: 2019-03-01701  
Property: I-405\_ SR 522 Vicinity to SR 527 Express Toll Lanes Project - Seattle  
Re: NO Adverse Effect

Dear Mrs. Manetas:

Thank you for contacting the State Historic Preservation Officer (SHPO) and Department of Archaeology and Historic Preservation (DAHPP) regarding the above referenced proposal. This action has been reviewed on behalf of the SHPO under provisions of Section 106 of the National Historic Preservation Act of 1966 (as amended) and 36 CFR Part 800. Our review is based upon documentation contained in your communication.

First, DAHP concurs that the Windsor Vista and Queensgate neighborhoods represent potential historic districts that may be eligible for listing in the National Register of Historic Places. The following historic property is listed in the National Register:

Property ID: 39187 Chase, Dr. Reuben, House

DAHPP previously (2017) determined the following historic resource ineligible for listing in the National Register:

Property ID: 644373 Philip Fries House

DAHPP concurs that the following historic properties are eligible for listing in the NRHP either individually or as contributing resources to either of these two potential historic districts:

Property ID: 40731	Shaw, George, Residence
Property ID: 474787	Single-Family Residence
Property ID: 382500	Single-Family Residence
Property ID: 719421	Single-Family Residence
Property ID: 282698	Single-Family Residence
Property ID: 639202	Single-Family Residence
Property ID: 719422	Single-Family Residence

DAHPP also concurs that the following historic resources are not eligible for listing in the National Register either individually or as contributing resources to the two potential historic districts:

Property ID: 414214 Single-Family Residence





Property ID: 467030	Single-Family Residence
Property ID: 370319	Single-Family Residence
Property ID: 446242	Single-Family Residence
Property ID: 357033	Single-Family Residence
Property ID: 451878	Single-Family Residence
Property ID: 283108	Single-Family Residence
Property ID: 719423	Single-Family Residence

Finally DAHP concurs that the proposed project will have NO ADVERSE EFFECT on eligible or listed properties within the Area of Potential Effect. As a result of our concurrence, further contact with DAHP on this proposal is not necessary. However, if new information about affected resources becomes available and/or the project scope of work changes significantly, please resume consultation as our assessment may be revised. Also, if any archaeological resources are uncovered during construction, please halt work immediately in the area of discovery and contact the appropriate Native American Tribes and DAHP for further consultation.

Thank you for the opportunity to review and comment. If you have any questions, please feel free to contact me.

Sincerely,



Dennis Wardlaw  
Transportation Archaeologist  
(360) 586-3085  
dennis.wardlaw@dahp.wa.gov



January 15, 2020

Dr. Allyson Brooks, SHPO  
Department of Archaeology and Historic Preservation (DAHP)  
P.O. Box 48343  
Olympia, WA 98504-8343

**Property: I-405, SR 522 Vicinity to SR 527 Express Toll Lanes Improvement Project**

**DAHP log: 2019-03-01701**

**Re: Request for Comment on Cultural Resources Survey Addendum and Effects Determination**

Dear Dr. Brooks:

Pursuant to the *Programmatic Agreement Pursuant to Section 106 of the National Historic Preservation Act of 1966 (NHPA) among the Federal Highway Administration (FHWA), the Washington State Historic Preservation Officer (SHPO), the Washington State Department of Transportation (WSDOT), the Muckleshoot Indian Tribe, and the Snoqualmie Indian Tribe for Improvements to Interstate 405 (I-405) Corridor (PA)* executed on April 4, 2008, WSDOT, on behalf of FHWA, is continuing consultation with your office in regards to the I-405 – SR 522 Vicinity to SR 527 Express Toll Lanes Improvement Project. WSDOT is requesting your review of the enclosed cultural resources survey addendum. Following your review, WSDOT, on behalf of FHWA, requests your concurrence with our effect determination for the undertaking as detailed below.

Please find attached the entitled: “*I-405, SR 522 Vicinity to SR 527 Express Toll Lanes Improvement Project Cultural Resources Survey Addendum*” (dated January 2020) written by Ryan Ives of Archaeological and Historical Services (AHS), Eastern Washington University.

### **Cultural Resources Survey Results**

AHS conducted a cultural resource survey within the expanded footprint of the project’s Area of Potential Effects (APE). This survey was undertaken per the methodology shared with your office earlier this year, and in accordance with the guidelines attached to the PA. The fieldwork included an archaeological pedestrian survey of the entire APE and subsurface exploration of areas with a probability for unknown and significant cultural resources and where planned project activities would result in ground disturbance.

An additional 21 shovel tests were excavated along the areas where open stream channels will be excavated and where revegetation activities are planned to occur. No archaeological materials were identified during subsurface testing, and AHS recommends no additional archaeological work is needed within the Stream 25.0L East and West portions of the study area.

Only a single shovel test could be excavated at the east end of the wetland due to standing water, however the majority of the wetland was determined to have deep deposits of Holocene alluvium. Given the limited subsurface tests and the potential for deeply buried deposits, AHS recommends that work within the wetland parcel adjacent to North Creek be added to the monitoring

recommendations included within the larger technical report for the Project. WSDOT concurs with this recommendation.

No historic built environment resources were identified within the new portion of the APE.

**NRHP Eligibility and Project Effect Determinations**

WSDOT, on behalf of FHWA, is submitting the attached cultural resources survey for your review. As no additional cultural resources were identified during this supplemental review, which is part of the larger I-405 SR 522 Vicinity to SR 527 Express Toll Lanes Project, WSDOT considers a continued determination of **No Adverse Effect** on historic properties appropriate for this undertaking. WSDOT requests your concurrence with this effect determination.

Please provide your response to this request by February 15, 2020.

Should you require additional information or have any questions please contact me at 206.805.2895, or by email at [manetac@wsdot.wa.gov](mailto:manetac@wsdot.wa.gov). Thank you for your continued consultation on this project.

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Robert Woeck, WSDOT I-405 Program Environmental Engineering Manager  
Project File

Atts: I-405, SR 522 Vicinity to SR 527 Express Toll Lanes Improvement Project Cultural Resources Survey Addendum



January 15, 2020

Bothell Historical Society  
9919 NE 180th St.  
Bothell, WA 98011

**Property: I-405, SR 522 Vicinity to SR 527 Express Toll Lanes Improvement Project**

To Whom It May Concern:

Pursuant to the *Programmatic Agreement Pursuant to Section 106 of the National Historic Preservation Act of 1966 (NHPA) among the Federal Highway Administration (FHWA), the Washington State Historic Preservation Officer (SHPO), the Washington State Department of Transportation (WSDOT), the Muckleshoot Indian Tribe, and the Snoqualmie Indian Tribe for Improvements to Interstate 405 (I-405) Corridor (PA)* executed on April 4, 2008, WSDOT, on behalf of FHWA, is continuing consultation with your office in regards to the I-405 – SR 522 Vicinity to SR 527 Express Toll Lanes Improvement Project. WSDOT is requesting your review of the enclosed cultural resources survey addendum.

Please find attached the entitled: “*I-405, SR 522 Vicinity to SR 527 Express Toll Lanes Improvement Project Cultural Resources Survey Addendum*” (dated January 2020) written by Ryan Ives of Archaeological and Historical Services (AHS), Eastern Washington University.

**Cultural Resources Survey Results**

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No historic built environment resources were identified within the new portion of the APE.

**NRHP Eligibility and Project Effect Determinations**

WSDOT, on behalf of FHWA, is submitting the attached cultural resources survey for your review. As no additional cultural resources were identified during this supplemental review, which is part of the larger I-405 SR 522 Vicinity to SR 527 Express Toll Lanes Project, WSDOT considers a continued determination of **No Adverse Effect** on historic properties appropriate for this undertaking.

Please provide any comments by February 15, 2020.

Should you require additional information or have any questions please contact me at 206.805.2895, or by email at [manetac@wsdot.wa.gov](mailto:manetac@wsdot.wa.gov). Thank you for your continued consultation on this project.

Sincerely,

A handwritten signature in blue ink that reads "Cassandra Manetas".

Cassandra Manetas, M.A.  
Cultural Resources Specialist, WSDOT ESO MegaPrograms  
CM:ss

Cc: Dennis Wardlaw, DAHP  
Lindsey Handel, FHWA, Urban Area Engineer  
Robert Woeck, WSDOT I-405 Program Environmental Engineering Manager  
Project File

Atts: I-405, SR 522 Vicinity to SR 527 Express Toll Lanes Improvement Project Cultural Resources Survey Addendum

January 15, 2020

Sarah (Church) Desimone  
City of Bothell  
Landmark Preservation Board  
18415 101<sup>st</sup> Avenue NE  
Bothell, WA 98011

**Property: I-405, SR 522 Vicinity to SR 527 Express Toll Lanes Improvement Project**

Dear Ms. Desimone:

Pursuant to the *Programmatic Agreement Pursuant to Section 106 of the National Historic Preservation Act of 1966 (NHPA) among the Federal Highway Administration (FHWA), the Washington State Historic Preservation Officer (SHPO), the Washington State Department of Transportation (WSDOT), the Muckleshoot Indian Tribe, and the Snoqualmie Indian Tribe for Improvements to Interstate 405 (I-405) Corridor (PA)* executed on April 4, 2008, WSDOT, on behalf of FHWA, is continuing consultation with your office in regards to the I-405 – SR 522 Vicinity to SR 527 Express Toll Lanes Improvement Project. WSDOT is requesting your review of the enclosed cultural resources survey addendum.

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**NRHP Eligibility and Project Effect Determinations**

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Cultural Resources Specialist, WSDOT ESO MegaPrograms  
CM:ss

Cc: Dennis Wardlaw, DAHP  
Lindsey Handel, FHWA, Urban Area Engineer  
Robert Woeck, WSDOT I-405 Program Environmental Engineering Manager  
Project File

Atts: I-405, SR 522 Vicinity to SR 527 Express Toll Lanes Improvement Project Cultural Resources Survey Addendum

January 15, 2020

The Honorable Cecile Hansen, Chair  
Duwamish Tribe  
4705 W Marginal Way SW  
Seattle, WA 98106

**Property: I-405, SR 522 Vicinity to SR 527 Express Toll Lanes Improvement Project**

Dear Chairwoman Hansen:

Pursuant to the *Programmatic Agreement Pursuant to Section 106 of the National Historic Preservation Act of 1966 (NHPA) among the Federal Highway Administration (FHWA), the Washington State Historic Preservation Officer (SHPO), the Washington State Department of Transportation (WSDOT), the Muckleshoot Indian Tribe, and the Snoqualmie Indian Tribe for Improvements to Interstate 405 (I-405) Corridor (PA)* executed on April 4, 2008, WSDOT, on behalf of FHWA, is continuing consultation with your tribe in regards to the I-405 – SR 522 Vicinity to SR 527 Express Toll Lanes Improvement Project. WSDOT is requesting your review of the enclosed cultural resources survey addendum.

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Sincerely,



Margaret Kucharski  
ESO MegaPrograms Environmental Manager  
MK:ss

Cc: Dennis Wardlaw, DAHP  
Lindsey Handel, FHWA, Urban Area Engineer  
Robert Woeck, WSDOT I-405 Program Environmental Engineering Manager  
Project File

Atts: I-405, SR 522 Vicinity to SR 527 Express Toll Lanes Improvement Project Cultural Resources Survey Addendum



January 15, 2020

Phil LeTourneau, Archaeologist  
King County Historic Preservation Program  
201 S. Jackson St.  
Suite 700  
Seattle, WA 98104

**Property: I-405, SR 522 Vicinity to SR 527 Express Toll Lanes Improvement Project**

Dear Mr. LeTourneau:

Pursuant to the *Programmatic Agreement Pursuant to Section 106 of the National Historic Preservation Act of 1966 (NHPA) among the Federal Highway Administration (FHWA), the Washington State Historic Preservation Officer (SHPO), the Washington State Department of Transportation (WSDOT), the Muckleshoot Indian Tribe, and the Snoqualmie Indian Tribe for Improvements to Interstate 405 (I-405) Corridor (PA)* executed on April 4, 2008, WSDOT, on behalf of FHWA, is continuing consultation with your office in regards to the I-405 – SR 522 Vicinity to SR 527 Express Toll Lanes Improvement Project. WSDOT is requesting your review of the enclosed cultural resources survey addendum.

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Sincerely,



Cassandra Manetas, M.A.  
Cultural Resources Specialist, WSDOT ESO MegaPrograms  
CM:ss

Cc: Todd Scott, Preservation Planner, King County, w/ attachments  
Dennis Wardlaw, DAHP  
Lindsey Handel, FHWA, Urban Area Engineer  
Robert Woeck, WSDOT I-405 Program Environmental Engineering Manager  
Project File

Atts: I-405, SR 522 Vicinity to SR 527 Express Toll Lanes Improvement Project Cultural Resources Survey Addendum

January 15, 2020

Todd Scott, Preservation Planner/Architect  
King County Historic Preservation Program  
201 S. Jackson St.  
Suite 700  
Seattle, WA 98104

**Property: I-405, SR 522 Vicinity to SR 527 Express Toll Lanes Improvement Project**

Dear Mr. Scott:

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Cultural Resources Specialist, WSDOT ESO MegaPrograms  
CM:ss

Cc: Phil Le Tourneau, Archaeologist., King County, w/ attachments  
Dennis Wardlaw, DAHP  
Lindsey Handel, FHWA, Urban Area Engineer  
Robert Woeck, WSDOT I-405 Program Environmental Engineering Manager  
Project File

Atts: I-405, SR 522 Vicinity to SR 527 Express Toll Lanes Improvement Project Cultural Resources Survey Addendum

January 15, 2020

The Honorable Jaison Elkins, Chair  
Muckleshoot Tribe  
39015 172nd Ave. SE  
Auburn, WA 98092

**Property: I-405, SR 522 Vicinity to SR 527 Express Toll Lanes Improvement Project**

Dear Chairman Elkins:

Pursuant to the *Programmatic Agreement Pursuant to Section 106 of the National Historic Preservation Act of 1966 (NHPA) among the Federal Highway Administration (FHWA), the Washington State Historic Preservation Officer (SHPO), the Washington State Department of Transportation (WSDOT), the Muckleshoot Indian Tribe, and the Snoqualmie Indian Tribe for Improvements to Interstate 405 (I-405) Corridor (PA)* executed on April 4, 2008, WSDOT, on behalf of FHWA, is continuing consultation with your tribe in regards to the I-405 – SR 522 Vicinity to SR 527 Express Toll Lanes Improvement Project. WSDOT is requesting your review of the enclosed cultural resources survey addendum.

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Sincerely,



Margaret Kucharski  
ESO MegaPrograms Environmental Manager  
MK:ss

Cc: Laura Murphy, Muckleshoot Tribe  
Dennis Wardlaw, DAHP  
Lindsey Handel, FHWA, Urban Area Engineer  
Robert Woeck, WSDOT I-405 Program Environmental Engineering Manager  
Project File

Atts: I-405, SR 522 Vicinity to SR 527 Express Toll Lanes Improvement Project Cultural Resources Survey Addendum



January 15, 2020

Gretchen Kaehler, Snohomish County Archaeologist  
Snohomish County  
3000 Rockefeller Ave  
Everett, WA 98201

**Property: I-405, SR 522 Vicinity to SR 527 Express Toll Lanes Improvement Project**

Dear Ms. Kaehler:

Pursuant to the *Programmatic Agreement Pursuant to Section 106 of the National Historic Preservation Act of 1966 (NHPA) among the Federal Highway Administration (FHWA), the Washington State Historic Preservation Officer (SHPO), the Washington State Department of Transportation (WSDOT), the Muckleshoot Indian Tribe, and the Snoqualmie Indian Tribe for Improvements to Interstate 405 (I-405) Corridor (PA)* executed on April 4, 2008, WSDOT, on behalf of FHWA, is continuing consultation with your office in regards to the I-405 – SR 522 Vicinity to SR 527 Express Toll Lanes Improvement Project. WSDOT is requesting your review of the enclosed cultural resources survey addendum.

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Cassandra Manetas, M.A.  
Cultural Resources Specialist, WSDOT ESO MegaPrograms  
CM:ss

Cc: Dennis Wardlaw, DAHP  
Lindsey Handel, FHWA, Urban Area Engineer  
Robert Woeck, WSDOT I-405 Program Environmental Engineering Manager  
Project File

Atts: I-405, SR 522 Vicinity to SR 527 Express Toll Lanes Improvement Project Cultural Resources Survey Addendum

January 15, 2020

The Honorable Robert de los Angeles, Chair  
Snoqualmie Tribe  
P.O. Box 969  
Snoqualmie, WA 98065

**Property: I-405, SR 522 Vicinity to SR 527 Express Toll Lanes Improvement Project**

Dear Chairman de los Angeles:

Pursuant to the *Programmatic Agreement Pursuant to Section 106 of the National Historic Preservation Act of 1966 (NHPA) among the Federal Highway Administration (FHWA), the Washington State Historic Preservation Officer (SHPO), the Washington State Department of Transportation (WSDOT), the Muckleshoot Indian Tribe, and the Snoqualmie Indian Tribe for Improvements to Interstate 405 (I-405) Corridor (PA)* executed on April 4, 2008, WSDOT, on behalf of FHWA, is continuing consultation with your tribe in regards to the I-405 – SR 522 Vicinity to SR 527 Express Toll Lanes Improvement Project. WSDOT is requesting your review of the enclosed cultural resources survey addendum.

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Sincerely,



Margaret Kucharski  
ESO MegaPrograms Environmental Manager  
MK:ss

Cc: Steven Mullen-Moses, Snoqualmie Tribe  
Adam Osbekoff, Snoqualmie Tribe  
Dennis Wardlaw, DAHP  
Lindsey Handel, FHWA, Urban Area Engineer  
Robert Woeck, WSDOT I-405 Program Environmental Engineering Manager  
Project File

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January 15, 2020

The Honorable Shawn Yanity, Chair  
Stillaguamish Tribe  
P.O. Box 277  
Arlington, WA 98223

**Property: I-405, SR 522 Vicinity to SR 527 Express Toll Lanes Improvement Project**

Dear Chairman Yanity:

Pursuant to the *Programmatic Agreement Pursuant to Section 106 of the National Historic Preservation Act of 1966 (NHPA) among the Federal Highway Administration (FHWA), the Washington State Historic Preservation Officer (SHPO), the Washington State Department of Transportation (WSDOT), the Muckleshoot Indian Tribe, and the Snoqualmie Indian Tribe for Improvements to Interstate 405 (I-405) Corridor (PA)* executed on April 4, 2008, WSDOT, on behalf of FHWA, is continuing consultation with your tribe in regards to the I-405 – SR 522 Vicinity to SR 527 Express Toll Lanes Improvement Project. WSDOT is requesting your review of the enclosed cultural resources survey addendum.

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Sincerely,



Margaret Kucharski  
ESO MegaPrograms Environmental Manager  
MK:ss

Cc: Kerry Lyste, Stillaguamish Tribe  
Dennis Wardlaw, DAHP  
Lindsey Handel, FHWA, Urban Area Engineer  
Robert Woeck, WSDOT I-405 Program Environmental Engineering Manager  
Project File

Atts: I-405, SR 522 Vicinity to SR 527 Express Toll Lanes Improvement Project Cultural Resources Survey Addendum



January 15, 2020

The Honorable JoDe Goudy, Chair  
Yakama Nation  
P.O. Box 151  
Toppenish, WA 98948

**Property: I-405, SR 522 Vicinity to SR 527 Express Toll Lanes Improvement Project**

Dear Chairman Goudy:

Pursuant to the *Programmatic Agreement Pursuant to Section 106 of the National Historic Preservation Act of 1966 (NHPA) among the Federal Highway Administration (FHWA), the Washington State Historic Preservation Officer (SHPO), the Washington State Department of Transportation (WSDOT), the Muckleshoot Indian Tribe, and the Snoqualmie Indian Tribe for Improvements to Interstate 405 (I-405) Corridor (PA)* executed on April 4, 2008, WSDOT, on behalf of FHWA, is continuing consultation with your tribe in regards to the I-405 – SR 522 Vicinity to SR 527 Express Toll Lanes Improvement Project. WSDOT is requesting your review of the enclosed cultural resources survey addendum.

Please find attached the entitled: “*I-405, SR 522 Vicinity to SR 527 Express Toll Lanes Improvement Project Cultural Resources Survey Addendum*” (dated January 2020) written by Ryan Ives of Archaeological and Historical Services (AHS), Eastern Washington University.

**Cultural Resources Survey Results**

AHS conducted a cultural resource survey within the expanded footprint of the project’s Area of Potential Effects (APE). This survey was undertaken per the methodology shared with your office earlier this year, and in accordance with the guidelines attached to the PA. The fieldwork included an archaeological pedestrian survey of the entire APE and subsurface exploration of areas with a probability for unknown and significant cultural resources and where planned project activities would result in ground disturbance.

An additional 21 shovel tests were excavated along the areas where open stream channels will be excavated and where revegetation activities are planned to occur. No archaeological materials were identified during subsurface testing, and AHS recommends no additional archaeological work is needed within the Stream 25.0L East and West portions of the study area.

Only a single shovel test could be excavated at the east end of the wetland due to standing water, however the majority of the wetland was determined to have deep deposits of Holocene alluvium. Given the limited subsurface tests and the potential for deeply buried deposits, AHS recommends that work within the wetland parcel adjacent to North Creek be added to the monitoring recommendations included within the larger technical report for the Project. WSDOT concurs with this recommendation.

No historic built environment resources were identified within the new portion of the APE.

**NRHP Eligibility and Project Effect Determinations**

WSDOT, on behalf of FHWA, is submitting the attached cultural resources survey for your review. As no additional cultural resources were identified during this supplemental review, which is part of the larger I-405 SR 522 Vicinity to SR 527 Express Toll Lanes Project, WSDOT considers a continued determination of **No Adverse Effect** on historic properties appropriate for this undertaking.

Please provide any comments by February 15, 2020.

Should you require additional information or have any questions please contact me at 206.805.2895, or by email at [manetac@wsdot.wa.gov](mailto:manetac@wsdot.wa.gov). Thank you for your continued consultation on this project.

Sincerely,



Margaret Kucharski  
ESO MegaPrograms Environmental Manager  
MK:ss

Cc: Johnson Meninick, Yakama Nation  
Dennis Wardlaw, DAHP  
Lindsey Handel, FHWA, Urban Area Engineer  
Robert Woeck, WSDOT I-405 Program Environmental Engineering Manager  
Project File

Atts: I-405, SR 522 Vicinity to SR 527 Express Toll Lanes Improvement Project Cultural Resources Survey Addendum



Allyson Brooks Ph.D., Director  
State Historic Preservation Officer

January 16, 2020

Mrs. Cassandra Manetas  
Cultural Resources Specialist  
WA State Dept. of Transportation  
999 Third Ave, Suite 2300  
Seattle, WA. 98104

In future correspondence please refer to:  
Project Tracking Code: 2019-03-01701  
Property: I-405\_ SR 522 Vicinity to SR 527 Express Toll Lanes Project - Seattle  
Re: NO Adverse Effect

Dear Mrs. Manetas:

Thank you for contacting the State Historic Preservation Officer (SHPO) and Department of Archaeology and Historic Preservation (DAHP) regarding the addendum work for the above referenced project. This action has been reviewed on behalf of the SHPO under provisions of Section 106 of the National Historic Preservation Act of 1966 (as amended) and 36 CFR Part 800. Our review is based upon documentation contained in your communication.

We concur that the additional proposed work will have "NO ADVERSE EFFECT" on historic properties within the APE that are listed in, or determined eligible for listing in, the National Register of Historic Places. As a result of our concurrence, further contact with DAHP on this proposal is not necessary.

However, if new information about affected resources becomes available and/or the project scope of work changes significantly, please resume consultation as our assessment may be revised. Also, if any archaeological resources are uncovered during construction, please halt work immediately in the area of discovery and contact the appropriate Native American Tribes and DAHP for further consultation.

Thank you for the opportunity to review and comment. If you have any questions, please feel free to contact me.

Sincerely,

A handwritten signature in blue ink, appearing to read 'D. Wardlaw', is positioned above the typed name.

Dennis Wardlaw  
Transportation Archaeologist  
(360) 586-3085  
dennis.wardlaw@dahp.wa.gov





## **NATURAL RESOURCES**

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# United States Department of the Interior

## FISH AND WILDLIFE SERVICE

Washington Fish and Wildlife Office  
510 Desmond Dr. SE, Suite 102  
Lacey, Washington 98503



NOV 27 2019

In Reply Refer To:  
**01EWF00-2019-I-1608**

Robert Woeck  
Environmental Program Manager  
I-405 Corridor Program Office  
600-108<sup>th</sup> Avenue NE, Suite 405  
Bellevue, Washington 98004

Dear Mr. Woeck:

This letter is in response to your request for informal consultation on the the Interstate 405 (I-405), State Route (SR) 522 Vicinity to SR 527 Express Toll Lanes Improvement Project (XL5446) in the cities of Kirkland and Bothell, located in King and Snohomish counties, Washington. On September 11, 2019, we received your cover letter, dated September 9, 2019, and Biological Assessment (BA), dated September 2019, providing information in support of a "may affect, likely to adversely affect" determination for the bull trout (*Salvelinus confluentus*) and a "may affect, not likely to adversely affect" determination for the western yellow-billed cuckoo (*Coccyzus americanus*). We requested additional information on October 24, 2019 and received your responses on November 12 and 13, 2019. After reviewing the BA, the additional information provided, information in our files, we concluded the information was sufficient to support a "may affect, not likely to adversely affect" determination for the bull trout. The Federal Highway Administration (FHWA) agreed with our conclusion on November 21, 2019. It is our understanding that the Washington State Department of Transportation (WSDOT) is serving as the designated non-federal representative for the informal consultation on behalf of the FHWA.

The FHWA and WSDOT have concluded that the project will have "no effect" on additional listed species and designated critical habitats known to occur in King and Snohomish counties. The U.S. Fish and Wildlife Service (Service) has no regulatory or statutory authority for concurring with "no effect" determinations, and no consultation with the Service is required. This informal consultation has been completed in accordance with section 7(a)(2) of the Endangered Species Act of 1973, as amended (16 U.S.C. 1531 *et seq.*).



The WSDOT, on behalf of the FHWA, is planning to construct roadway improvements along an approximately 6-mile long stretch of I-405, between SR 522 (milepost [MP] 21.79) and SR 527 (MP 27.06) to address increased traffic congestion and improve transit reliability. Construction of the proposed project will add a single express toll lane (ETL) in each direction to create a dual ETL system. Project elements are described in Table 1 below. The project will be completed under a design-build contract with an estimated construction start date in the year 2021. Construction of the project will require three construction seasons, and three seasons of in-water work. Work conducted below the ordinary high-water mark (OHWM) will be completed during an in-water work window that will occur between June 1 and September 30.

Table 1. Project Elements of the I-405, SR 522 Vicinity to SR 527 Express Toll Lanes (ETL) Improvement Project

<b>Project Element</b>	<b>I-405, SR 522 Vicinity to SR 527 Express Toll Lanes Improvement Project</b>
<b>I-405 lanes and shoulders from SR 522 to SR 527</b>	<ul style="list-style-type: none"> <li>– Create a dual ETL system from mile post (MP) 21.79 (south of the I-405/SR 522 interchange) to MP 27.06 (just north of the I-405/SR 527 interchange). <ul style="list-style-type: none"> <li>• From MP 21.79 to MP 22.30: Restripe existing lanes, including the single existing ETL in this area, to create a dual ETL system.</li> <li>• From MP 22.30 to MP 26.30: Resurface and widen I-405 to add one ETL in each direction to create a dual ETL system that ends at the SR 527 interchange.</li> <li>• From MP 26.30 to MP 27.06: Widen I-405 to construct direct access ramps and maintain a single ETL starting near MP 26.30.</li> </ul> </li> </ul>
<b>I-405 tolling from SR 522 to SR 527</b>	<ul style="list-style-type: none"> <li>– Construct new overhead tolling structure to collect tolls for the ETLs and direct access ramps.</li> </ul>
<b>SR 522 interchange</b>	<ul style="list-style-type: none"> <li>– Construct new direct access ramps and two inline transit stations in the I-405 median (one in each direction). Transit stations would include station platforms, signage, artwork, lighting, fare machines, and site furnishing such as shelters, lean rails, benches, bollards, bicycle parking, and trash receptacles. Transit station locations to be determined in coordination with Sound Transit.</li> <li>– Construct a bus stop and turnaround loop, pick-up and drop-off facilities, and new non-motorized connection near the SR 522 interchange. Funding and construction timeline to be coordinated with local transit agencies.</li> <li>– Construct a new northbound bridge through the SR 522 interchange.</li> <li>– Reconfigure the I-405 on- and off-ramps.</li> <li>– Add three signalized intersections on SR 522.</li> </ul>
<b>228th Street SE</b>	<ul style="list-style-type: none"> <li>– Widen northbound the I-405 overcrossing at 228th Street SE.</li> </ul>
<b>SR 527 interchange area</b>	<ul style="list-style-type: none"> <li>– Construct new direct access ramps to the north, south and east, and two inline transit stations in the I-405 median (one in each direction) just south of SR 527 at 17th Avenue SE. Transit stations would include station platforms, signage, artwork, lighting, fare machines, and site furnishing such as shelters, lean rails, benches, bollards, bicycle parking, and trash receptacles.</li> </ul>
<b>17th Avenue SE, 220th Street SE, SR 527</b>	<ul style="list-style-type: none"> <li>– Reconfigure 17th Avenue SE and portions of 220th Street SE and SR 527 to include a roundabout at the Canyon Park Park and Ride facility, and bicycle and pedestrian improvements.</li> </ul>

Project Element	I-405, SR 522 Vicinity to SR 527 Express Toll Lanes Improvement Project
<b>Fish barrier corrections</b>	<ul style="list-style-type: none"> <li>– Replace fish barriers with restored stream connections at the following streams:               <ul style="list-style-type: none"> <li>• Par Creek</li> <li>• Stream 25.0L</li> <li>• Stream 66</li> <li>• North Fork of Perry Creek</li> <li>• Queensborough Creek (two barriers)</li> <li>• Several other small creeks with poor fish habitat</li> </ul> </li> </ul>
<b>Sammamish River bridges</b>	<ul style="list-style-type: none"> <li>– Remove the existing northbound I-405 to eastbound SR 522 bridge over the Sammamish River, including two bridge piers within the OHWM.</li> <li>– Remove the existing northbound I-405 to westbound SR 522 bridge over the Sammamish River, including two bridge piers within the OHWM.</li> <li>– Build a new bridge for northbound I-405 traffic over the Sammamish River.</li> <li>– Build a new bridge over the Sammamish River for the new direct access ramp at SR 522.</li> <li>– Build a new bridge over the Sammamish River for the northbound I-405 to SR 522 ramp.</li> </ul>
<b>Noise and retaining walls</b>	<ul style="list-style-type: none"> <li>– Construct new noise walls.</li> <li>– Construct new retaining walls.</li> </ul>
<b>Stormwater management</b>	<ul style="list-style-type: none"> <li>– Provide enhanced treatment for 100 percent of new pollution-generating impervious surfaces (PGIS) (approximately 24 acres).</li> <li>– Retrofit about 20 acres of existing untreated PGIS and continue to treat stormwater from the approximately 44 acres of PGIS that currently receives treatment.</li> <li>– Construct three new stormwater discharge outfalls, one on the Sammamish River and two on the North Fork of Perry Creek.</li> </ul>

Project construction will occur within the WSDOT right-of-way, currently developed areas, or, for staging areas, an alternate area the contractor has permitted. Construction of the project will result in the removal of up to 24 acres of trees, maintained landscape, and young deciduous forest. All vegetation temporarily removed for construction will be replanted with native species. Approximately 5 acres of wetlands and up to 3 acres of wetland buffers will be permanently impacted, and approximately 1 acre of wetland buffer will be temporarily affected. Acreage of off-site compensatory mitigation to replace lost or degraded wetland and buffer functions will be completed at ratios approved by the U.S. Army Corps of Engineers and local jurisdictions. Approximately 1 acre of riparian habitat will be permanently removed and 2 acres of riparian habitat will be temporarily disturbed during construction and demolition of two bridges in the Sammamish River and during correction of fish passage barriers in multiple tributaries to the Sammamish River or North Creek. Vegetation to be removed along the Sammamish River consist primarily of Himalayan blackberry (*Rubus armeniacus*). No trees are currently present along the Sammamish River where riparian vegetation will be removed. Temporary impacts to vegetated areas (upland, wetland buffer, or riparian) will be replanted with native species. Permanent impacts to wetlands, wetland buffers, riparian, and in-stream habitats will be mitigated with conservation bank credits and on-site mitigation. The project includes the removal of bridge piers in the Sammamish River and the replacement of multiple fish passage barrier culverts with fish passable culverts on tributaries to North Creek and the Sammamish

River. No in-water impact pile driving is proposed. Temporary sheet pile cofferdams placed in the wetted channel of the Sammamish River will be installed with the use of a vibratory pile driver. No new bridge piers will be placed below the OHWM.

The project area includes thirteen threshold discharge areas (TDA), which discharge to the Sammamish River, North Creek (a tributary to the Sammamish River), or tributaries to North Creek. Currently, 44 acres of 128 acres of existing PGIS in the project area receives stormwater treatment. Construction of the project will result in approximately 24 acres of new PGIS. Enhanced stormwater runoff treatment Best Management Practices (BMPs) will be constructed for the equivalent all of the new PGIS (24 acres) in the project limits and an additional 20 acres of existing PGIS will be retrofitted with enhanced stormwater runoff treatment BMPs. Post-project, approximately 89 acres of 152 acres of PGIS in the project area will receive stormwater treatment. The proposed stormwater designs will provide flow control to match developed and pre-developed discharge durations across a range of flows, except in the Sammamish River because flow control is not required for that river. One new stormwater outfall will be constructed above the OHWM in the Sammamish River and the bank will be stabilized with riprap. Two new outfalls will also be constructed in North Fork Perry Creek, a tributary to North Creek.

A number of BMPs are included in the project to reduce the temporary impacts of construction. Long-term operational BMPs include an overall increase in stormwater treatment as described above and design and placement of permanent lighting to be minimize illumination of waters that contain fish species listed under the Endangered Species Act.

The proposed project will improve mobility and relieve existing and projected future traffic congestion (i.e., improve existing roadway levels of service). The WSDOT assessed the surrounding land use context and determined that no new development or redevelopment is contingent or dependent on the proposed project. They also concluded the pattern or rate of land use development and conversion is not contingent on the project. As such, the Service does not expect measureable changes in the rate or pattern of land conversion or development as a result of the project.

The action area is defined by the airborne extent of construction noise and the in-stream extent of underwater noise in the Sammamish River, water quality changes from fish barrier corrections in tributaries to the Sammamish River and North Creek, and the extent to which pollutants in stormwater runoff will be measurable above baseline conditions in the receiving water bodies. The terrestrial extent of the action area was estimated to extend approximately 1.9 miles from the project footprint. The extent of this area includes changes to traffic volumes and local traffic patterns entering and exiting the upgraded interchanges and facilities. The aquatic extent of the action area was estimated for each water body depending on the activity occurring in that location. In the Sammamish River, the aquatic portion of the action area was defined by the extent of in-water noise that will be generated during installation of sheet piles with a vibratory driver for cofferdam construction. Underwater noise in the Sammamish River was estimated to extend 2,100 feet to the nearest river bend upriver and downriver. The extent of the aquatic portion of the action area in tributaries where fish barrier correction work will occur was estimated at 200 feet downstream from the in-water work locations and the extent upstream



where potential fish habitat gain will occur. In waters receiving stormwater runoff, the extent of the dilution zone for contaminants was estimated at less than 1 foot to greater than 1,000 feet, depending on the size of the receiving water body and stormwater design BMPs.

Sufficient information has been provided to determine the effects of the action to federally listed species, and to conclude whether the action is likely to adversely affect those species. Our concurrence is based on information included in the BA, additional correspondence, and complete and successful implementation of the conservation measures described in the BA, and the following rationale.

### **Bull Trout**

The proposed project is located within heavily developed portions of the Lake Washington/Cedar-Sammamish watershed. Lake Washington, the lower Cedar River (below Cedar Falls) and the Sammamish River, provide non-core habitat for anadromous bull trout originating from other core areas to the north and south of the ship canal (e.g., the Puyallup River and Snohomish-Skykomish River watersheds) and coming into the Lake Washington system to forage or overwinter. Use of the action area by bull trout is infrequent and very low numbers have been documented. Subadult and adult sized bull trout have been observed infrequently in the lower Cedar River (below Cedar Falls), Carey Creek (a tributary to Issaquah Creek), Lake Washington, and at the Chittenden Locks. There are no spawning populations or juvenile rearing areas in the Lake Washington/Sammamish River watershed outside of the upper Cedar River (Chester Morse Reservoir upstream of Cedar Falls). Baseline conditions in the action area are heavily degraded as a result of residential, commercial, and industrial development. Habitat connectivity is poor, and during summer, we expect elevated surface water temperatures (and related low levels of dissolved oxygen) likely preclude bull trout from using the action area during the summer (King County 2019, R2 Resource Consultants 2015).

In-water project construction affecting the Sammamish River and North Creek will occur between June 1 and September 30 when water temperatures are generally too high for bull trout. Given the extremely low likelihood of bull trout presence in the action area during the work window and very low numbers of bull trout in the system in general, exposure of bull trout to construction activities is unlikely and therefore considered discountable.

Construction and operation of the proposed project will result in both temporary and permanent impacts to instream habitat and water quality. Permanent impacts to wetland and riparian habitats will be mitigated over the long term because the lost or impaired wetland buffers and riparian functions will be replaced according to approved ratios prior to or concurrent with construction. In at least six of the small creeks that are tributaries to the Sammamish River or North Creek, instream habitat function and connectivity (fish passage) will be improved, resulting in a slight benefit to the bull trout prey base. Operation of the project will result in long-term stormwater discharges and associated pollutant inputs that will result in short-term degradation of water quality in the Sammamish River and North Creek tributaries during rain events that exceed the design storm events. In most TDAs, the proposed stormwater treatments and drainage design is expected to achieve measurable reductions in post-project annual loadings of total suspended solids, total copper, and total zinc. Although annual loadings of these

pollutants of concern will increase in some TDAs, an overall reduction will occur in the Sammamish River and North Creek. The proposed stormwater design will not alter the local hydrology (peak flows, base flows, or flow durations) in ways that will result in a measurable degradation of water quality or impact instream habitat. The dilution zones for contaminants at the discharge outfall to the Sammamish River is relatively small; therefore, the effects to bull trout passing through the dilution zone are unlikely to significantly affect their normal foraging, migratory, or overwintering behaviors or result in exposure that would adversely affect them.

Although localized effects to the bull trout prey base (juvenile salmonids) could occur near stormwater runoff outfalls within dilution zones for contaminants, the overall effect to the prey base within the Sammamish River likely would not be measurable or alter the distribution or abundance of prey resources due to short-term exposure to contaminants. Therefore, with full implementation of the proposed conservation measures and permanent design elements, we expect that the project's long-term effects will not prevent bull trout from successfully using the action area. The proposed stormwater treatment methods and design features will reliably achieve a net reduction in annual pollutant loadings in the Sammamish River and North Creek drainages. Potential effects to watershed functions, instream habitat, and the prey base in the Sammamish River and North Creek associated with stormwater discharges will not be measurable.

The Service concludes that given the location and timing of in-water work, exposure of bull trout to construction activities is extremely unlikely and is therefore discountable. The Service also concludes that the foreseeable long-term operational effects of the project will not significantly degrade watershed functions, instream habitat or water quality in the action area and will not measurably disrupt normal bull trout behaviors. Therefore, effects to bull trout associated with watershed function, instream habitat impacts, and short-term exposures to chemicals in stormwater discharges over the life of the project are considered insignificant.

### **Western Yellow-billed Cuckoo**

Western yellow-billed cuckoos are extremely rare in Washington State. Available data suggest, that if western yellow-billed cuckoos still breed in Washington, their numbers are extremely low, with pairs numbering in the single digits (78 FR 61621; October 3, 2013)(79 FR 59991; October 3, 2014). The western yellow-billed cuckoo nests almost exclusively in low to mid elevation riparian hardwood-dominated woodlands 50 acres or larger in size (78 FR, p. 61633).


Potentially suitable habitat for the species may occur within the action area at a 60 acre site on the University of Washington, Bothell Campus. Construction activities will result in increased noise and visual disturbance adjacent to suitable habitat for up to 3 years. Based on the extreme rarity of the species in western Washington, we conclude it is extremely unlikely that western yellow-billed cuckoos will be present adjacent to the project area. It is possible, though unlikely, that any western yellow-billed cuckoos that may be present in the portion of the action area adjacent to the university campus could be temporarily exposed to construction activities. However, we conclude that temporary exposure to construction noise and visual disturbance within or adjacent to suitable habitat will not prevent individuals from using suitable habitat within the 60 acre site, and will not significantly disrupt normal behaviors (i.e., the ability to successfully feed, move, and shelter) because existing background noise levels and human

activity in this urban landscape are relatively high. No suitable habitat will be altered or removed. Therefore, the Service concludes that the proposed action will not adversely affect the western yellow-billed cuckoo.

To expedite the environmental review process, if the FHWA concurs with the effect determination for listed species, then you may consider this action to be in compliance with the requirements of 50 CFR 402.13, thereby concluding the consultation process. This project should be re-analyzed and re-initiation may be necessary if 1) new information reveals effects of the action that may affect listed species or critical habitat in a manner, or to an extent, not considered in this consultation, 2) if the action is subsequently modified in a manner that causes an effect to a listed species or critical habitat that was not considered in this consultation, and/or 3) a new species is listed or critical habitat is designated that may be affected by this project.

If you have any questions about this letter, or our shared responsibilities under the Endangered Species Act, please contact Sharon Rainsberry at (360) 753-9426 ([Sharon\\_rainsberry@fws.gov](mailto:Sharon_rainsberry@fws.gov)) or Martha Jensen at (360) 753-9000 ([martha\\_l\\_jensen@fws.gov](mailto:martha_l_jensen@fws.gov)).

Sincerely,

  
for Brad Thomson, Acting State Supervisor  
Washington Fish and Wildlife Office

cc:

FHWA Olympia (L. Handel)  
WSDOT Seattle, WA (R. Thomas)  
WSDOT Seattle, WA (A. Magrane)  
USACE, Seattle, WA (S. Manning)  
USFWS/WSDOT Liaison (S. Rainsberry)  
NMFS/WSDOT Liaison (M. MacDonald)  
WSDOT Olympia (K. McAllister)  
WSDOT Olympia (T. Stone)

#### Literature Cited

King County. 2019. Sammamish River temperature data for sites 0450cc and 0486. Accessed at <https://green2.kingcounty.gov/streamsdata/watershedinfo.aspx?Locator=0450> on October 24, 2019.

R2 Resource Consultants. 2015. Salmonid pre-spawn mortality study, Sammamish River, King County, Washington, final 2015 study report. Contract No. C57105/1112022/E00202-3. Prepared for King County Department of Natural Resources and Parks Seattle, Washington. 25pp.





**UNITED STATES DEPARTMENT OF COMMERCE**  
**National Oceanic and Atmospheric Administration**  
NATIONAL MARINE FISHERIES SERVICE  
Northwest Region  
7600 Sand Point Way N.E., Bldg. 1  
Seattle, Washington 98115

NMFS Tracking No.:  
WCRO-2019-02613

December 10, 2019

Daniel M. Mathis  
Federal Highway Administration  
Suite 501, Evergreen Plaza  
711 South Capitol Way  
Olympia, Washington 98501-1284

Michelle Walker  
Regulatory Branch Chief  
U.S. Army Corps of Engineers  
P.O. Box 3755  
Seattle, Washington 98124-3755

Re: Endangered Species Act Section 7(a)(2) Biological Opinion and Magnuson-Stevens Fishery Conservation for the I-405, SR 522 Vicinity to SR 527 Express Toll Lanes Improvement Project, Bothell, Washington. HUC 171100120302 (North Creek) and HUC 171100120304 (Bear Creek-Sammamish River)

Dear Mr. Mathis and Ms. Walker:

This letter is in response to the Federal Highway Administration's (FHWA) request for formal consultation with the National Marine Fisheries Service (NMFS) under section 7 of the Endangered Species Act (ESA) for the Interstate 405, State Route (SR) 522 Vicinity to SR 527 Express Toll Lanes Improvement Project, King and Snohomish counties, Washington. The U.S. Army Corps of Engineers is included in this consultation because the project requires a fill permit issued by this agency.

The NMFS received a Biological Assessment and request to reinstate formal consultation from the FHWA on September 16, 2019. This formal consultation concerns the likely adverse effects of the proposed action on Puget Sound (PS) steelhead and PS Chinook salmon and designated critical habitats for PS steelhead and PS Chinook salmon.

On October 16, 2019, NMFS requested additional information and received partial responses on November 7, 2019. Additional information was received on November 18, 2019 and NMFS considers the consultation initiation package complete.

We have assigned tracking number WCRO-2019-02613 to this project and look forward to completing the consultation process by April 4, 2020. Please refer to that tracking number in future correspondence on this consultation.

As a reminder, the ESA requires that after initiation of formal consultation, the Federal action agency may not make any irreversible or irretrievable commitment of resources that limits future options. This practice ensures agency actions do not preclude the formulation or implementation of reasonable and prudent alternatives that avoid jeopardizing the continued existence of endangered or threatened species.

If you have any questions, please contact Michael McDonald, WSDOT liaison for NMFS at 206-440-4909, or by email MacDonM@wsdot.wa.gov; or Elizabeth Babcock, Branch Chief North Puget Sound at 360-526-4505 or by e-mail Elizabeth.Babcock@noaa.gov.

Sincerely,

A handwritten signature in cursive script that reads "Elizabeth Babcock".

Elizabeth L. Babcock  
Branch Chief, North Puget Sound  
Oregon Washington Coastal Area Office

cc: Rob Woeck - WSDOT  
April Magrane – WSDOT  
Rob Thomas – WSDOT  
Linsey Handel – FHWA



**UNITED STATES DEPARTMENT OF COMMERCE**  
**National Oceanic and Atmospheric Administration**  
NATIONAL MARINE FISHERIES SERVICE  
West Coast Region  
1201 NE Lloyd Boulevard, Suite 1100  
PORTLAND, OR 97232-1274

**Refer to NMFS No:**  
**WCRO-2019-02613**

June 16, 2020

Daniel M. Mathis  
Division Administrator  
Federal Highway Administration  
Suite 501 Evergreen Plaza Building  
711 S. Capitol Way  
Olympia, Washington 98501-1284

Michelle Walker  
U.S. Army Corps of Engineers-Seattle District  
Regulatory Branch CENWS-OD-RG  
Post Office Box 3755  
Seattle, Washington 98124-3755

Re: Endangered Species Act Section 7(a)(2) Biological Opinion and Magnuson-Stevens Fishery Conservation and Management Act Essential Fish Habitat Response for the Interstate 405, State Route 522 Vicinity to State Route 527 Express Toll Lanes Improvement Project in King and Snohomish Counties, Washington (Hydraulic Unit Code 171100120400 – Lake Washington – Sammamish River, 171100120302 – North Creek, and 171100120304 – Bear Creek – Sammamish River)

Dear Mr. Mathis and Ms. Walker:

Thank you for your letter and biological assessment of 9/16/2019, requesting initiation of consultation with NOAA's National Marine Fisheries Service (NMFS) pursuant to section 7 of the Endangered Species Act of 1973 (ESA) (16 U.S.C. 1531 et seq.) for Interstate 405, State Route 522 Vicinity to State Route 527 Express Toll Lanes Improvement Project. This consultation was conducted in accordance with the 2019 revised regulations that implement section 7 of the ESA (50 CFR 402, 84 FR 45016).

Thank you, also, for your request for consultation pursuant to the essential fish habitat (EFH) provisions in Section 305(b) of the Magnuson-Stevens Fishery Conservation and Management Act (MSA)(16 U.S.C. 1855(b)) for this action.

The enclosed document contains the biological opinion (Opinion) prepared by NMFS pursuant to section 7(a)(2) of the ESA to assess the effects of the proposed action. In the Opinion, NMFS concluded that the proposed action is likely to adversely affect but not likely to jeopardize the continued existence of Puget Sound (PS) Chinook salmon and PS steelhead. Additionally, NMFS assessed the effects on Southern Resident Killer Whales (SRKWs) due to the potential reduction of prey, primarily Chinook salmon. NMFS concluded the proposed project may affect, but is not likely to adversely affect SRKWs.

WCRO-2019-02613





As required by section 7 of the ESA, NMFS has provided an incidental take statement (ITS) with the Opinion, the ITS describes reasonable and prudent measures (RPM) NMFS considers necessary or appropriate to minimize the impact of incidental take associated with this action, and sets forth nondiscretionary terms and conditions that the Federal Highway Administration and Corps of Engineers must comply with to meet those measures. Incidental take from actions that meet these terms and conditions will be exempt for the ESA's prohibition against the take of listed species.

The Opinion includes a description of the action's likely effects on EFH for Pacific Coast Salmon and includes two EFH conservation recommendations to offset impacts to EFH. Federal agencies must provide a detailed written response to the conservation recommendations within 30 days of receipt of measures proposed to avoid, mitigate, or offset the adverse effects that the activity has on EFH.

Please contact Elizabeth Babcock in the North Puget Sound Branch of the Oregon/Washington Coastal Office at 206-526-4505 or by electronic mail at [Elizabeth.Babcock@noaa.gov](mailto:Elizabeth.Babcock@noaa.gov) if you have any questions concerning this consultation, or if you require additional information.

Sincerely,

A handwritten signature in blue ink, appearing to read "Kim W. Kratz".

Kim W. Kratz, Ph.D  
Assistant Regional Administrator  
Oregon Washington Coastal Office

cc: Rob Woeck WSDOT [woeckro@wsdot.wa.gov](mailto:woeckro@wsdot.wa.gov)

**Endangered Species Act (ESA) Section 7(a)(2) Biological Opinion and Magnuson-Stevens  
Fishery Conservation and Management Act Essential Fish Habitat Response for the**

Interstate 405, State Route 522 Vicinity to State Route 527 Express Toll Lanes Improvement  
Project

**NMFS Consultation Number:** WCRO-2019-02613

**Action Agencies:** Federal Highway Administration and U.S. Army Corps of Engineers

**Affected Species and NMFS' Determinations:**

ESA-Listed Species	Status	Is Action Likely to Adversely Affect Species?	Is Action Likely To Jeopardize the Species?	Is Action Likely to Adversely Affect Critical Habitat?	Is Action Likely To Destroy or Adversely Modify Critical Habitat?
Puget Sound steelhead ( <i>Oncorhynchus mykiss</i> )	Threatened	Yes	No	No	No
Puget Sound Chinook salmon ( <i>O. tshawytscha</i> )	Threatened	Yes	No	No	No
Southern Resident Killer Whales ( <i>Orcinus orca</i> )	Endangered	No	No	No	No

Fishery Management Plan That Identifies EFH in the Project Area	Does Action Have an Adverse Effect on EFH?	Are EFH Conservation Recommendations Provided?
Pacific Coast Salmon	Yes	Yes

**Consultation Conducted By:** National Marine Fisheries Service  
West Coast Region

**Issued By:**



Kim W. Kratz, Ph.D  
Assistant Regional Administrator  
Oregon Washington Coastal Office

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